2026

DEVELOPMENT APPLICATION



LOTS 6, 7 & 8 (NO.289-295) VINCENT STREET, LEEDERVILLE

PROPOSED MIXED USE DEVELOPMENT
CITY OF VINCENT

CF Town Planning & Development

Prepared for

Landowner (Laetitia Holdings Pty Ltd) for the construction of a new mixed use dwellings on Lots 6,7 & 8 (No's.289-295) Vincent Street, Leederville.

Prepared by

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TABLE OF CONTENTS

1.0	**INTRODUCTION**		**4**
	1.1	List of Reports/Consultants	**4**
2.0	**BACKGROUND & PURPOSE**		**5**
3.0	**LOCATION**		**5**
4.0	**PHYSICAL CHARACTERISTICS**		**6**
	4.1	Property Details	**6**
	4.2	Character of Locality	**6**
	4.3	Essential Services	**11**
5.0	**DEVELOPMENT PROPOSAL**		**13**
6.0	**STATUTORY CONSIDERATIONS**		**18**
	6.1	Metropolitan Region Scheme	**18**
	6.2	City of Vincent Local Planning Scheme No.2	**19**
	6.3	Leederville Precinct Structure Plan	**20**
	6.4	City of Vincent 'Parentage of Art Local Planning Policy'	**25**
	6.5	Directions 2031 & Beyond	**26**
	6.6	Perth & Peel @ 3.5 Million	**27**
	6.7	Bushfire Prone Areas	**27**
	6.8	State Planning Policy No.5.4 – 'Road & Rail Noise'	**28**
	6.9	Contaminated Site Investigation	**29**
7.0	**STATE PLANNING POLICY NO.7.0 – 'DESIGN OF BUILT FORM ENVIRONMENT'**		**30**
8.0	**DEVELOPMENT STANDARDS**		**38**
	8.1	General Development Standards	**38**
	8.2	On-site Parking & Access	**48**
9.0	**CONSULTANTS REPORTS**		**50**
	9.1	Acoustics Report	**50**
	9.2	Traffic Impact Statement	**51**
	9.3	Waste Management Plan	**52**
	9.4	ESP Report	**52**
10.0	**CITY OF VINCENT DESIGN REVIEW PANEL**		**53**
11.0	**SUMMARY OF JUSTIFICATIONS**		**54**
12.0	**CONCLUSION**		**55**

List of Appendices

Appendix 1: Certificates of Title
Appendix 2: Site Development Plans

1.0 INTRODUCTION

CF Town Planning & Development acts on behalf of the landowners (Laetitia Holdings Pty Ltd) as their consultant town planners and hereby prepare the following report in support of an Application for Development Approval for the construction of a new mixed use development on Lots 6, 7 & 8 (No's.289-295) Vincent Street, Leederville to provide much needed housing and commercial uses in close proximity within the Leederville Activity Centre and in close proximity to the Leederville Train Station.

This report provides details regarding the following:

- Site details;
- Proposed development;
- Planning considerations; and
- Provision of justification in support of the proposed development, addressing the relevant planning framework.

In light of the above, we respectfully request the Metro Inner Development Assessment Panel (DAP) and the City of Vincent's favorable consideration and conditional approval of the application at their earliest possible convenience.

Should you have any queries or require any additional information regarding any of the matters raised above please do not hesitate to contact Mr Carlo Famiano on 0407384140 or carlo@cftp.com.au.

1.1 List of Consultant Reports/Consultants

The following consultant reports have been prepared in support of this development application:

i) Site analysis from 'BUI Architects Pty Ltd';
ii) Landscaping Plan from 'Kelsle Davies Landscape Architects';
iii) Transport Impact Statement from 'Salt^3' (Traffic Consultants);
iv) Waste Management Plan from 'Salt^3' (Waste Consultants)
v) ESD Report from 'Emergen'; and
vi) Acoustic report from 'Gabriels Hearne Farrell'.

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2.0 BACKGROUND & PURPOSE

The subject land is situated within the Leederville Activity Centre, with good access to public transportation, including the Leederville Train Station. The area is currently undergoing a transitional period from the older lower scale developments to more intense mixed use and multiple dwelling developments. This part of the Leederville locality is a vibrant Activity Centre that will provide a place for the local community to live and work, supporting a wide range of business and entertainment that services the Perth Metropolitan area.

A review of the immediate locality has identified that the subject land is located within a well-established and well serviced part of the Leederville area, with convenient access to the following key nodes:

i) Various public open space reserves and recreational facilities;

ii) Various key employments nodes, including the Perth CBD, the Wester Leederville Commercial Precinct and the West Perth Commercial Precinct;

iii) The Leederville Activity Centre contains a wide range of non-residential uses including retail, entertainment and healthcare uses;

iv) Various high frequency bus services within the area, along with the subject land being located in proximity to the Leederville Train Station (see Figure 10 – Public transport network), The train network provides a service to the Perth Central Business District;

v) A regional road network including Loftus Street, Vincent Street, Oxford Street and the Mitchell Freeway;

vi) A comprehensive pedestrian and regional cycle network; and

vii) Various schools.

Given the above, this application seeks the relevant development approval for the construction of a new mixed use development that includes two (2) commercial tenancies on the ground floor, eighteen (18) co-living (or unhosted short-term rental accommodation) and fifty (50) multiple dwellings. The development will provide much needed housing and housing diversity within the Leederville area, along with providing commercial tenancies to accommodate opportunities for new businesses to operate within a vibrant centre.

3.0 LOCATION

The subject land is located within the southern part of the Leederville locally, within the Leederville Activity Centre and adjacent the Leederville Oval. The subject land is also located approximately 2.2 kilometres north-east of the Perth Central Business District (core area), approximately 340 metres north-east of the Leederville Train Station and approximately 390 metres east of the Mitchell Freeway on ramp along Vincent Street (see Figure 1 – Location Plan).

The subject land is also located within a well serviced area that contains a variety of shopping/retail uses, entertainment venues, civic uses, public open space, medical facilities, recreational facilities, various commercial uses and employment opportunities. As such, the proposed development on the

subject land will foster the future growth of the Leederville Activity Centre and will assist with providing much needed housing in a well-established/serviced area.

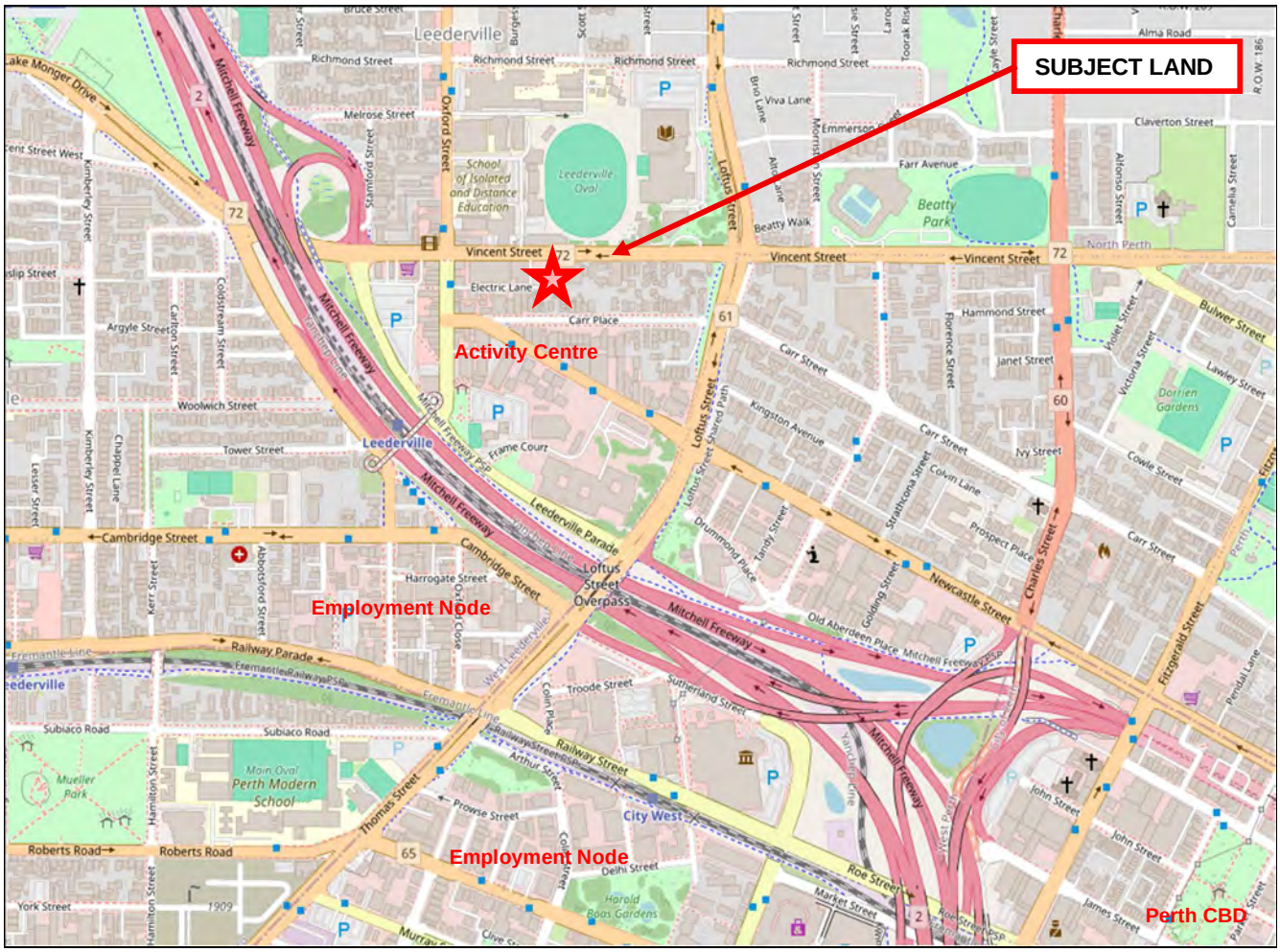


Figure 1 – Location Plan

4.0 PHYSICAL CHARACTERISTICS

4.1 Property Details

The subject land is legally described as follows:

- Lot 8 on Diagram 2406 on Certificate of Title Volume 1056, Folio 472;
- Lot 7 on Diagram 2406 on Certificate of Title Volume 1061, Folio 166; and
- Lot 6 on Diagram 2406 on Certificate of Title Volume 553, Folio 36A.

The aforementioned properties are owned by Laetitia Holdings Pty Ltd (see Appendix 1 - Certificates of Title).

The subject land is rectangular in shape, comprises a total combined area of 1,578m^2 and has frontage to Vincent Street along the land's northern lot boundary and Electric Lane along the land's southern lot boundary.

The subject land comprises a fall natural ground levels (NGL) from 15.51 metres along the land's rear lot boundary with Electric Lane to 14.44 metres along land's front boundary. This equates to a fall in NGL of 1,070mm down/across the site (see site development plans).

The subject land is currently vacant/unused and does not comprise any physical improvements and/or vegetation (see Figure 2 – Aerial Site Plan & Figure 3).The subject land comprises two (2) mature street trees within the Vincent Street verge area abutting the subject land which will be retained and will not be impacted by the proposed development.



Figure 2 - Aerial Site Plan (Nearmap).

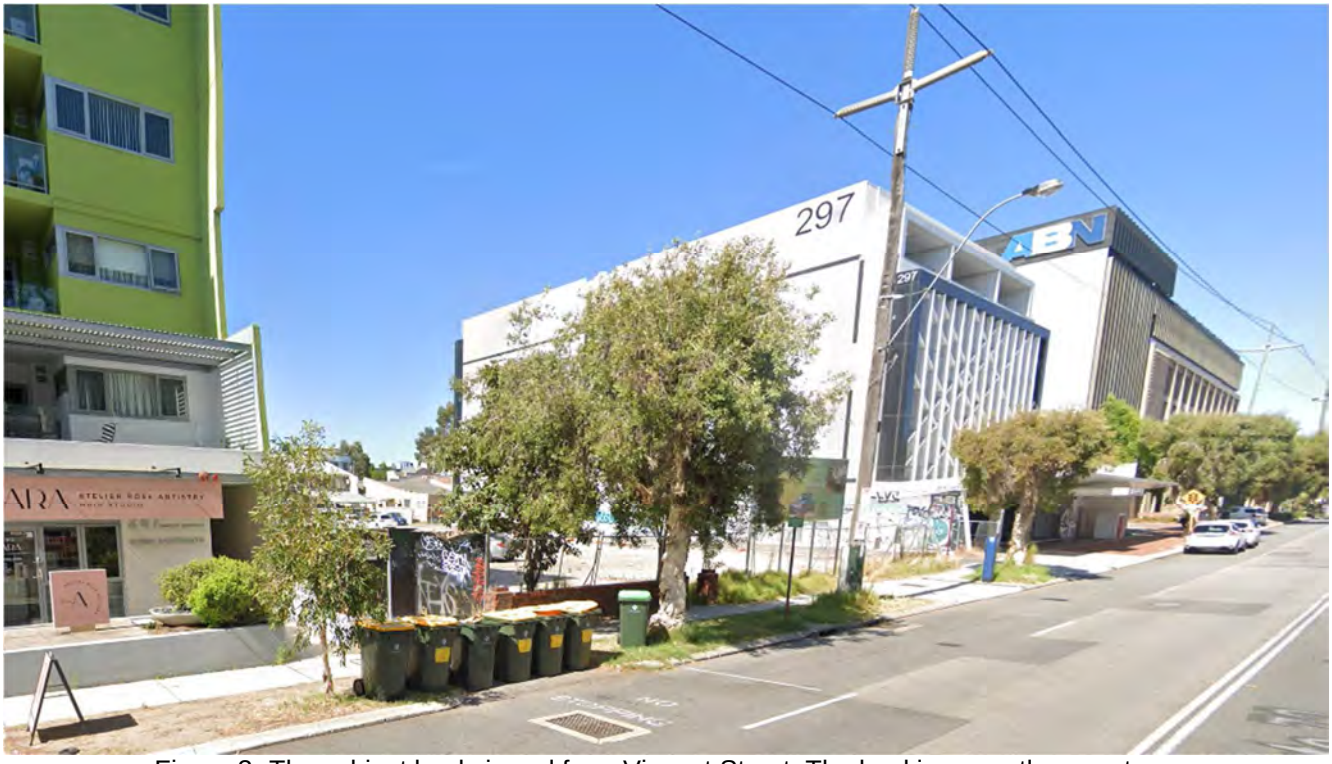


Figure 3 -The subject land viewed from Vincent Street. The land is currently vacant.



Figure 4 -The subject land viewed from Electric Lane.

Lot 6 comprises a 5 metre public access easement along the western side boundary to remain available for vehicular & pedestrian access between Vincent Street and Electric Lane. This easement is reflected within the Leedeville Precinct Structure Plan, with the design of the proposed development accounting for the access easement.

4.2 Character of Locality

A review of the immediate locality has concluded that the character of this part of the Leederville area is constantly changing with a mix of uses and built form. In addition, the area contains some examples of heritage character buildings that have been retained (i.e. scattered buildings).

This section of Vincent Street has undergone an extensive transformation over the past 10 years, with the previous low density developments (predominately residential dwellings – single storey) (see Figure 5) being replaced with larger multi-storey developments. This includes the transformation for the southern edge of Leederville Oval to include a large commercial building (i.e. Department of Creative Industries, Tourism & Sport) (see Figure 6).



Figure 5 – Examples of existing low density residential developments along Vincent Street in close proximity to the subject land. The current development comprises a poor built form character and represents under development of land within the Leederville Activity Centre.



Figure 6 – The existing development adjacent the subject land.

Given the land's location within the Leederville Activity Centre, there are various examples of large scale developments emerging (approximately 10 storeys). Furthermore, the area comprises a mixture of various land uses including multiple dwellings, office and an array of other commercial uses (see Figures 7 & 8).

In addition to the above, it is noted that recent applications have been lodged with the City of Vincent for large scale developments within the Leederville Activity Centre, including at No.194-200 Carr Street, Leederville, which compromises 16 storeys. Given the recent application, the proposed development on the subject land is consistent with the emerging built form.

In light of the above, the area is currently undergoing a significant change in character and built form and land uses that reflects the expected higher density type developments that is anticipated within key Activity Centres located throughout the Perth Metropolitan Area and reflects the current planning framework.

It is considered reasonable to conclude that the character of the locality and the local streetscapes are not uniform, is varied in terms of the current built form, does not reflect any specific character or form and is currently in a transitional period of re-development in accordance with the Leederville Precinct Structure Plan and associated density coding of the area.

In light of the above, it is contended that the proposed construction of a mixed use development on the subject land is unlikely to have a negative impact on the existing character and amenity of the local streetscape or within this section of Leederville locality and that the proposed development reflects the intended character and built form anticipated within the Leederville Activity Centre. As such, it is contended that the proposed development will provide a positive contribution to the immediate locality, whilst providing a diversity of housing types and deliver employment opportunities within close proximity to various services and infrastructure.



Figure 7 – Examples of new developments along Vincent Street.



Figure 8 – Another example of a recent development within the Leederville Activity Centre that reflects the current planning framework.

4.3 Essential Services

The subject land is served by an extensive range of essential service infrastructure including power, water, reticulated sewerage, stormwater drainage, gas and telecommunications (see Figure 9).

The subject land is also served by an efficient local and district road network with convenient access to Vincent Street, Oxford Street, Loftus Street and the Mitchell Freeway. The area is well serviced by public transport, including bus routes along various nearby roads and access to the Leederville Train Station (see Figure 10 – Public Transport Network).

The subject land is also well served by a pedestrian and cycle path network, including a regional cycle network along the Mitchell Freeway reserve. It is contended that the subject land's good access to public transport and a pedestrian/cycle path network will provide an alternative mode of transport for the future occupants and visitors to the development.

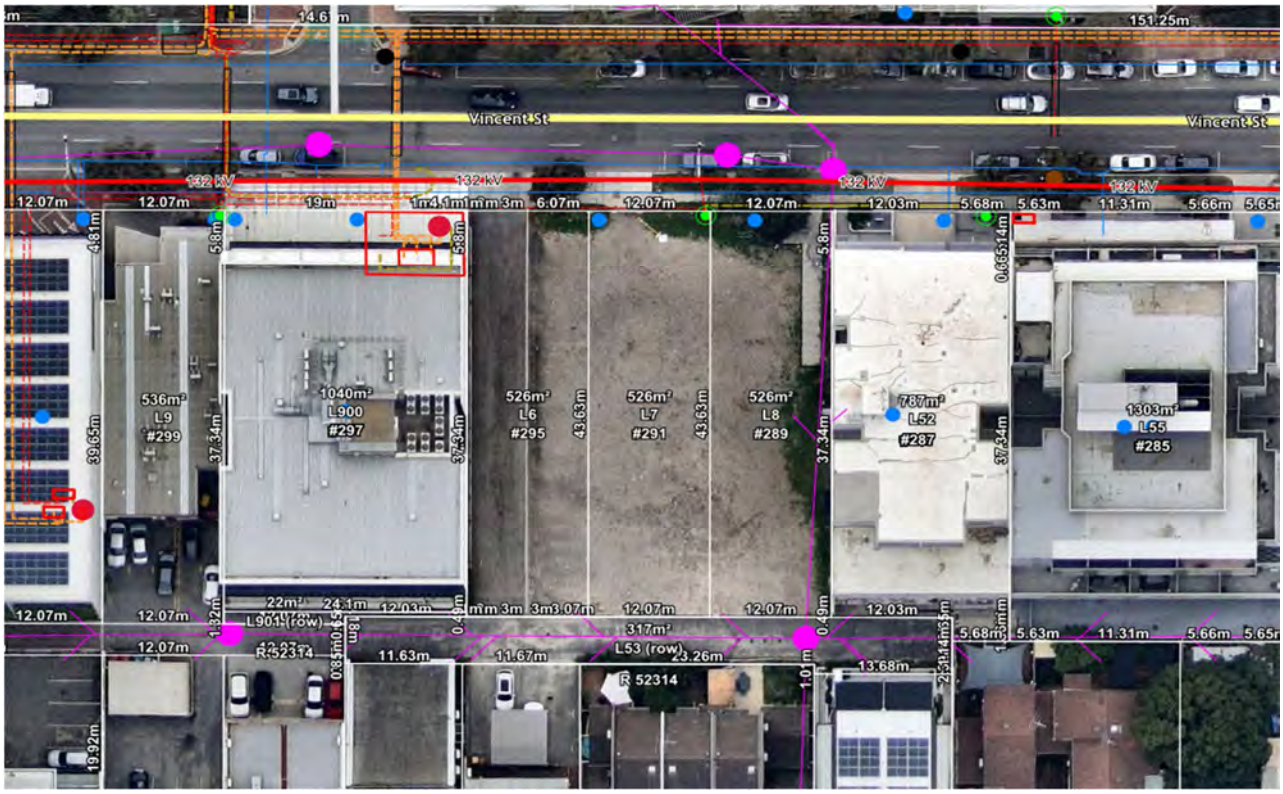


Figure 9 – The existing services in and around the subject land (MNG Mapping).

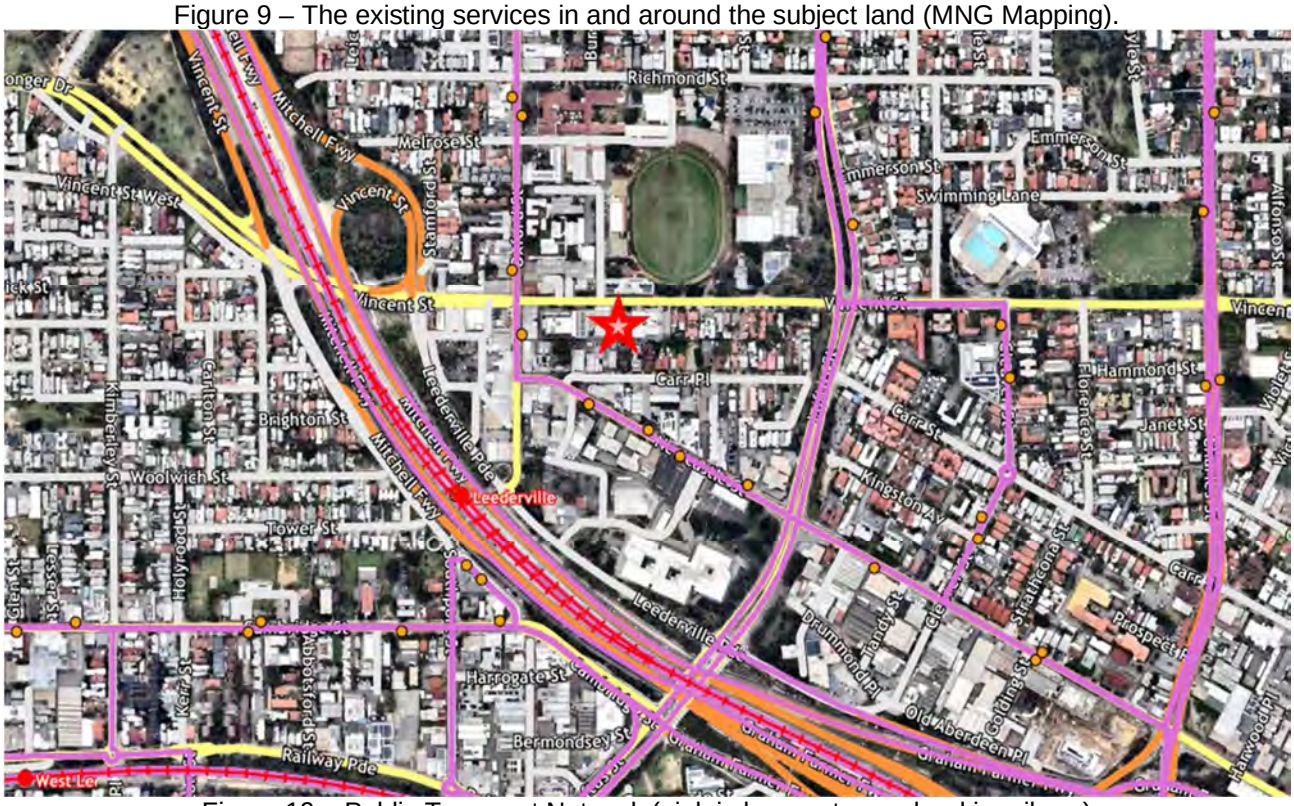


Figure 10 – Public Transport Network (pink is bus routes and red is railway)

5.0 DEVELOPMENT PROPOSAL

This application proposes to construct a fourteen (14) storey building (plus a lift core and communal open space level) to accommodate a mixed use development comprising fifty (50) multiple dwellings to provide much needed housing within the Leederville locality, eighteen (18) co-living (short-term accommodation) units and the provision of two (2) commercial tenancies on the ground floor.

The key details of the proposed development on the subject land includes the following:

i) The development will include the following dwelling configurations:

- Fourteen (14) single bedroom and single bathroom dwellings;
- Twenty five (25) two bedroom and two bathroom dwellings;
- Ten (10) three bedroom and two bathroom dwellings and
- One (1) four bedroom and three bathroom dwellings.

ii) All dwellings have been designed to be accessible ('Silver Level' – Universal Design);

iii) Eighteen (18) co-living dwellings on Level 4 (including four accessible dwellings) to provide short-term accommodation to cater for a wide range of needs (i.e. student and tourist accommodation etc). A management plan has been prepared in support of this application to outline the operations of the co-living dwellings. Fourteen (14) of the co-living units are designed to 'Silver Level' and four (4) have been designed at 'Gold Level';

iv) Provision of two (2) commercial tenancies (i.e. potential shop, restaurant or cafe) on the ground/street level of the development with frontage to Vincent Street;

v) Communal toilets are provided at ground level to service the needs of all occupants/visitors to the development, including the commercial tenancies;

vi) Each dwelling will be provided with a storeroom with easy access;

vii) Construction of ninety six (96) on-site car parking bays (including ACROD bays) to service the entire development. It should be noted that on the total number of bays being provided (40 bays) are car stacker bays. More details regarding the on-site car parking will be outlined further within this report;

viii) Lifts are provided for the development to all levels;

ix) All vehicular access will be from Electric Lane, with the vehicular access easement being retained to link Electric Lane to Vincent Street;

x) A bin storage area at ground level to accommodate the waste collection requirements for all land uses within the development. Servicing of the waste collection bins will be via Electric Lane. A Waste Management Plan has been prepared in support of this application;

xi) Various services rooms (i.e. tank/booster, fire pump, sub-station, communications room etc). These services are predominantly located at ground level and will be concealed from being clearly visible from the general public;

xii) Communal facilities provided for the co-living and residential components of the development include the following:

- Gym (level 4)
- Communal lounge area (level 4)
- Outdoor lounge area (Level 4)
- Communal laundry (level 4)
- Communal balcony/breakout area (Level 6)
- Large communal open space area (roof top). The main communal area will include a swimming pool, sauna, BBQ facilities, day beds, landscaped/lawn areas, seating and toilets. The area will provide good opportunities for social interaction for the future occupants and visitors to the developments (see Figure 11).



Figure 11 – The roof top communal open space area.

xiii) Installation of fourteen (14) motorcycle bays;

xiv) Provision of forty four (46) on-site bicycle parking bays to service the development (44 bays located within a bike compound on the ground floor and two within the front setback area);

xv) An ESD report has been prepared in support of this application providing a number of sustainable initiatives for the development. Some key aspects would include installation of

instantaneous constant flow hot water units to service the multiple dwellings in lieu electric storage system, provision of EV car charging, installation of solar panels to provide an energy, LED lighting, heat pumps and efficient water fixtures/fitting innovative solution;

xvi) In addition to the above, 20% of the total on-site vehicle parking will comprise EV charging;

xvii) Provision of the community facility (bike/scooter repair workshop), which will be made available to the occupants of the development and the general public. Details regarding this facility is provided further within this report; and

xviii) Installation of landscaping throughout the development, including the planting of new mature trees and associated deep soil zones. A landscaping plan has been prepared in support of the application.

The external facades of the proposed new development will be constructed using high quality finishes that will complement and enhance the local streetscape, with all on-site car parking being screened from the public realm (i.e. vehicular access located along the right of way frontage of the site). All street/laneway frontages of the development will include balconies and/or major openings to habitable rooms to assist with providing an active frontage and improved passive surveillance of the public realm (see Figure 12 & 13).



Figure 12 – The proposed facades of the development.



Figure 13 – Defined entry points along Vincent Street

Copies of the proposed site development plans and building elevation drawings are provided herewith for review and consideration (see Appendix 2 – Site Development Plans).

Anticipated Operations - Non-Residential Uses

At this stage tenants for the ground floor commercial tenancies have yet to be established. As such, the following details are provided as an indication of the operation of the various non-residential ('Shop') uses:

- Each shop would have approximately two to three staff at any one given time; and
- The hour/days of operation of the shop would reflect other similar uses along the commercial strip. As such, the anticipated operating hours would 8.30am to 5pm Mondy to Saturday and closed on Sundays.

Once tenants have been established for the commercial tenancies, further details regarding land use class and permissibility will be conveyed to the City of Vincent to ensure compliance with the planning framework in terms of land use and on-site car parking standards.

Operating Details for the Co-Living Units

The following information is provided in regard to the operations of the proposed con-living dwellings on the subject land:

i) The co-living dwellings have been designed to allow for each room to be rented/leased to prospective occupants (unrelated occupants). This will cater for a wide range of needs within the community including students, tourism accommodation, people moving between homes and/or people with short term employment;

ii) The maximum number of persons being accommodated within each dwelling is two (2) adults;

iii) A communal laundry facility has been provided;

iv) Restrictions imposed on the use of common areas and outdoor areas (i.e. use between 7am to 10pm daily); and

v) Restrictions imposed on noise and function/gathering.

It is noted that this form of leasing is common throughout the Perth Metropolitan area and provides housing diversity and an affordable housing option within the community to meet the varying needs of residents.

A Management Plan has also been prepared in support of this application for the City's review. The Management Plan provides 'house rules' and establishes an acceptable standard of behaviour for occupants and visitors to minimise any adverse impacts on the landowner/neighbours (see copy attached).

Landscaping Plan

The subject land does not comprise any vegetation that could be retained as part of the proposed development. The Vincent Street verge area abutting the subject land does comprise a number of street trees, which are being retained and will not be impacted upon by the proposed development on the land.

A landscaping plan has been prepared by 'Kelsie Davies Landscape Architects' in support of the proposed development on the land (see Figure 14). The plan illustrates the planting of various tree/shrubs throughout the development, including at street level, the main communal area on the roof level of the building, various balconies and outdoor spaces on various levels.

The proposed landscaping will enhance the development when viewed from the public realm and will provide for sufficient protection from the elements (in particular during the hot summer months).

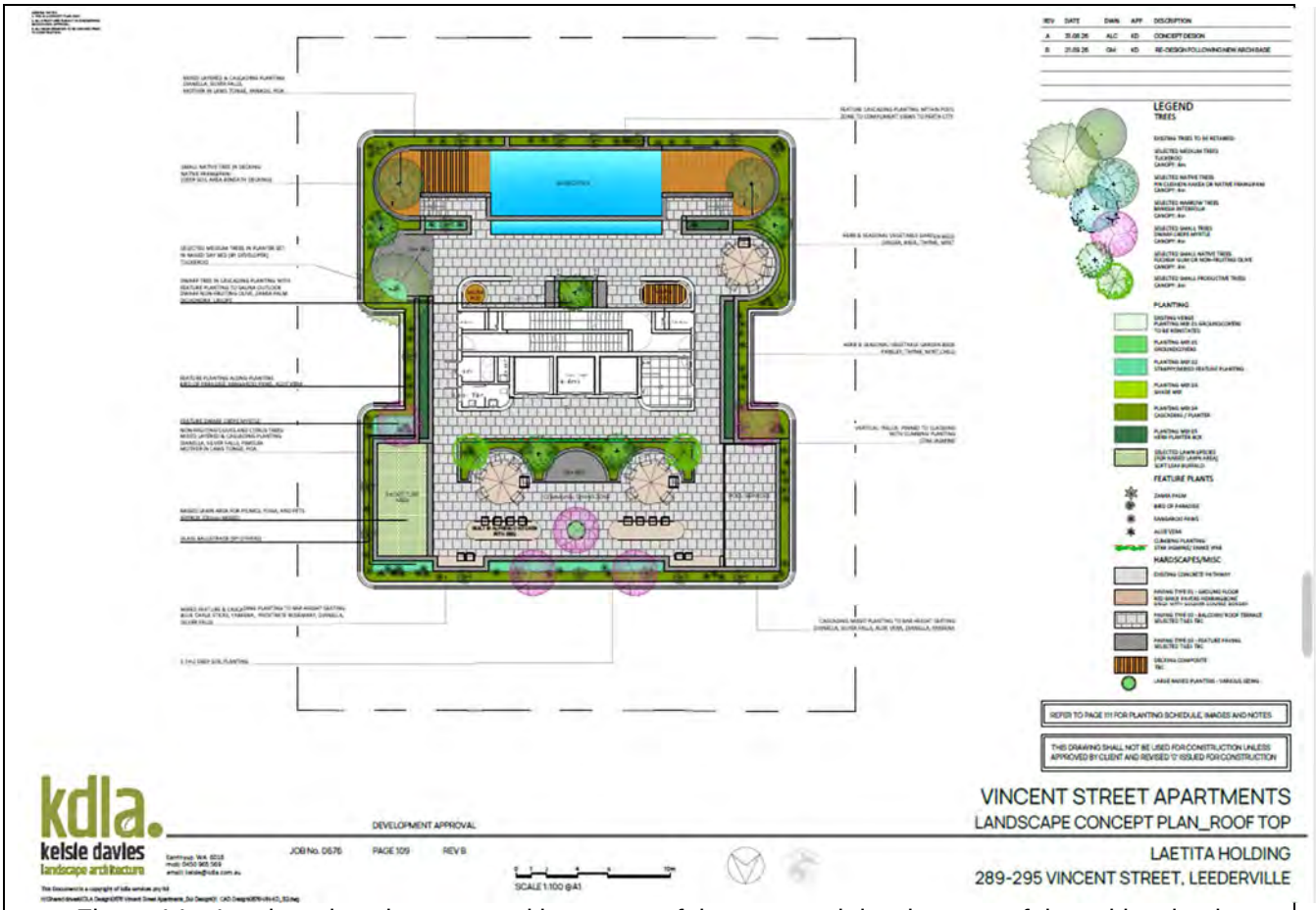


Figure 14 – Landscaping plan prepared in support of the proposed development of the subject land (communal space on the roof of the building).

6.0 STATUTORY CONSIDERATIONS

6.1 Metropolitan Region Scheme

The subject land is currently classified 'Urban' zone under the Metropolitan Region Scheme (MRS) (see Figure 15 – MRS Map).

It should be noted that the zones and reservations prescribed by the MRS are broad categories only that are intentionally not precisely defined or limited in order to enable a flexible approach to town planning. The following definition is provided as a guide to its stated purpose/s in the MRS:

*"**Urban Zone** - Areas in which a range of activities are undertaken, including residential, commercial recreational and light industry."*

The proposed development (i.e. mixed use, including multiple dwellings) is considered to be consistent with the defined intent of the land's current 'Urban' zoning classification under the MRS,

as the development will allow for increased housing and housing diversity within a well serviced area. Given this, the proposed development may therefore be approved.

In addition, Vincent Street is reserved 'Other Regional Road' under the MRS. Through discissions with the City of Vincent, there is no road widening applicable along Vincent Street. Furthermore, the proposed development does not propose any direct vehicular access along the land's Vincent Street frontage (other than through the existing vehicular access easement along the western side of the subject.

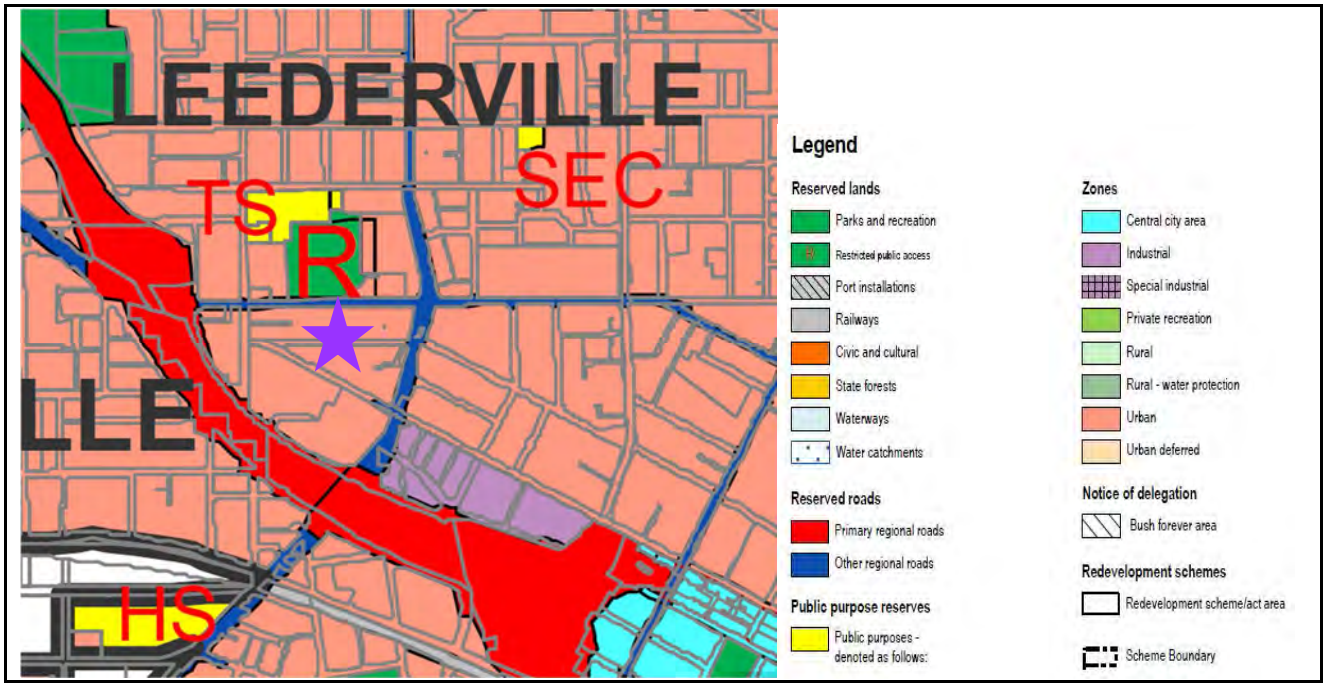


Figure 15 – MRS Map

6.2 City of Vincent Local Planning Scheme No.2

The subject land is classified 'Centre' zone under the City of Vincent's current operative Local Planning Scheme No.2 (LPS No.2) (see Figure 16 – Scheme Map).

According to the City's Built Form Local Planning Policy, the subject land is located within the 'Town Centre' Built Form Area.

In addition to the above, the subject land falls within the 'Leederville Precinct Structure Plan' area (see Figure 17 – Structure Plan). Details of the Structure Pan will be addressed further within this report.

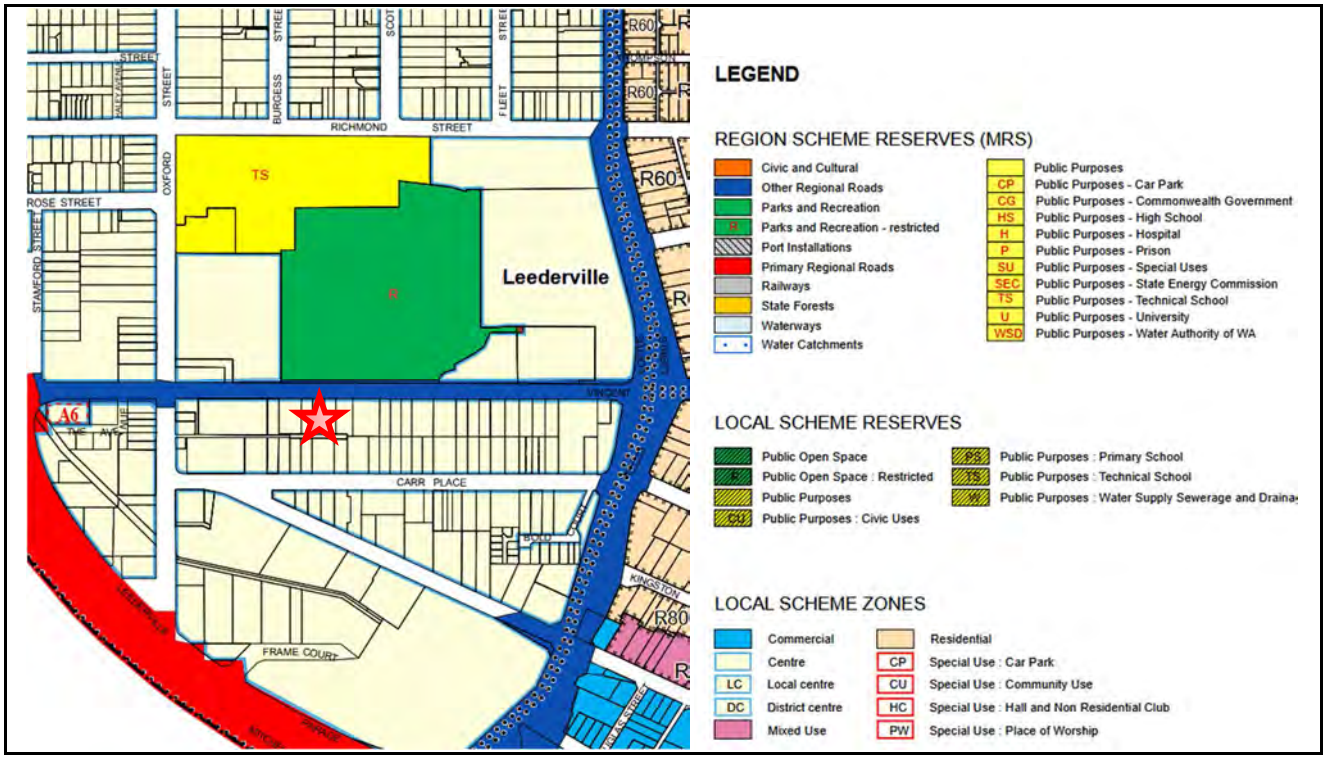


Figure 16 – Zoning Map (LPS No.2)

6.3 Leederville Precinct Structure Plan

The preliminary document adopted in August 2010 for the Leederville Activity Centre was entitled 'Leederville Town Centre Master Plan & Built Form Guidelines'. Since then, Amendment No.14 to the City's LPS No.2 was initiated by Council in July 2025 to include a new Schedule within the Scheme entitled 'Leederville Precinct Structure Plan'. The revised Structure Plan is aimed at guiding development within the Leederville Activity Centre.

It is our understanding that the Amendment has yet to be finalized and that the 'Leederville Precinct Structure Plan' has yet to be finally adopted. Notwithstanding this and through discussions with the City of Vincent's Planning Department, it was confirmed that the 'Leederville Precinct Structure Plan' is a seriously entertained proposal and that the document should be adopted to provide guidance and development standards for this application.

Zoning

According to the Structure Plan, the subject land is identified as being classified 'Mixed Use' zone ' with a residential density coding of R-AC0 (see Figure 17 – Structure Plan). In addition, the subject land is located within the 'Urban Frame Type A Precinct'. It is noted that the Structure Plan does not prescribe a plot ratio limit to control dwelling numbers.

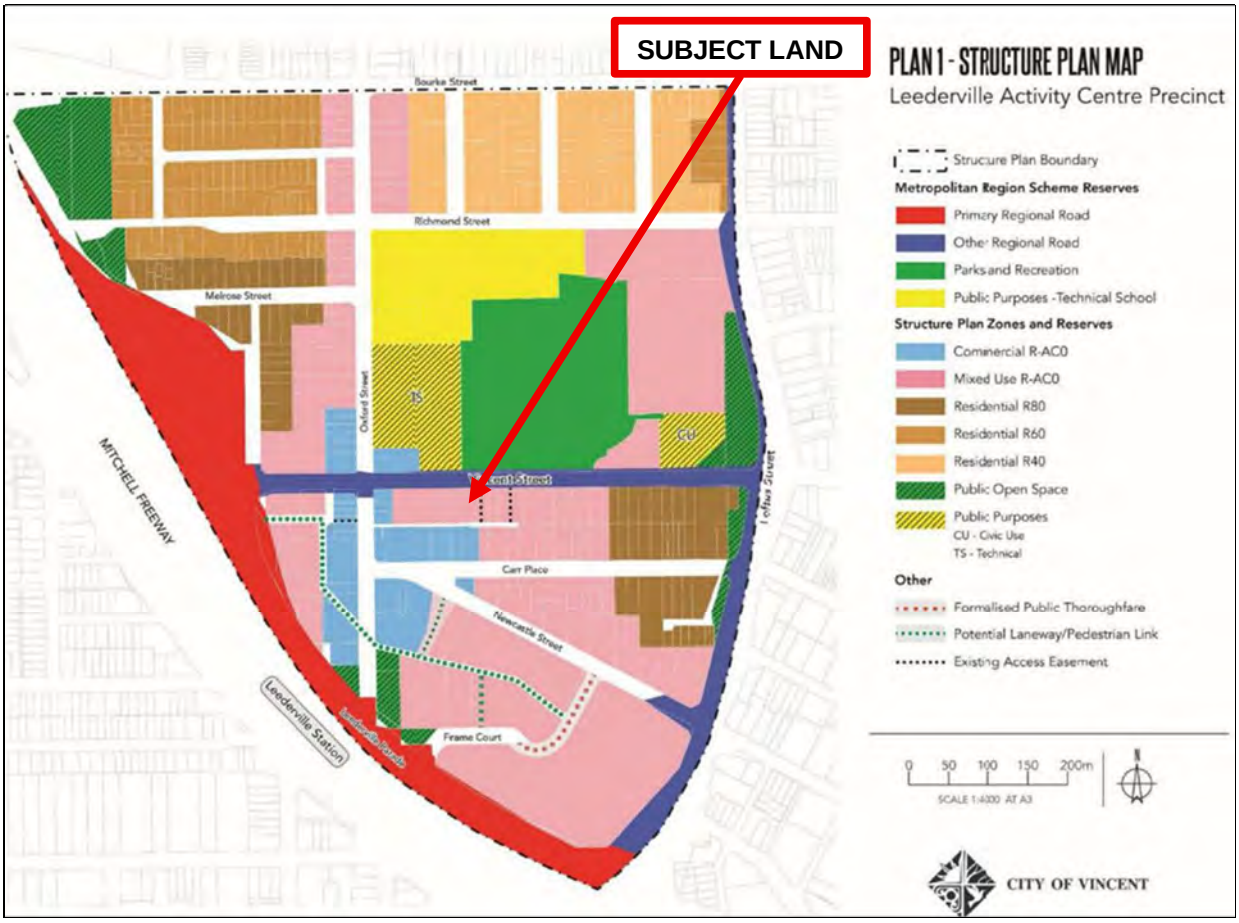


Figure 17 – Leederville Precinct Structure Plan

Objectives of Precinct – 'Urban Frame'

The stated objectives for the 'Urban Frame Precinct' prescribed within the Structure Plan is as follows:

The Urban Frame should be:

a) *A medium to large-scale residential (Urban Frame Type B) and mixed use area (Urban Frame Type A & and C).*

b) *Carefully designed to avoid impacts on existing neighbours.*

c) *An attractive and safe entry point to the core of Leederville for pedestrian, cyclist and vehicles.*

d) *Well landscaped with lots of shade, green spaces and places to relax'.*

It is contended that the proposed mixed use development of the subject land is consistent with the stated objectives/defined character of the Precinct prescribed in the Structure Plan for the following

reasons:

- It will provide for a range of housing choice/diversity and allows for an increase in density to service the needs of the community;
- It will provide for active uses at ground level to provide activation of the street;
- It will provide for a development that contains a high density and creation of employment opportunities within and key Activity Centre and in close proximity to a key public transport hub;
- It is consistent with the emerging built form character within this part of the Leederville Locality and reflects the bulk and scale of anticipated development within the Leederville Activity Centre;
- It will assist with providing a wide range of housing types and densities within the immediate locality, which will cater for varying household structures and demographics;
- It will foster the re-development of the land to provide for significant improvements to the current levels of passive surveillance of the local streetscape, will add to the diversity of housing stock within the immediate locality and provide a development that will include good connectivity between both the public and private realms;
- It provides a community facility that will foster the growth of bicycle usage within the Activity Centre;
- It will provide for increased usage of the nearby public transport network, reduced the dependency of motor vehicle usage and support the nearby activity centres;
- It will provide a design that incorporates sustainability principles, including access to natural light and cross ventilation;
- It will include sufficient landscaping that will enhance the appearance of the development and provide improved amenity for the future occupants/visitors; and
- It will provide an attractive and safe residential environment comprising affordable, modern and high quality housing within a well-established urban area.

Land Uses

This application proposes the following key uses that will form part of the development:

- Multiple Dwelling
- Shop (potentially)
- Restaurant/Café (potentially)
- Unhosted Short-term Rental Accommodation (the 'co-living' dwellings)

Land use permissibility is set out in the Zoning Table illustrated in the City's LPS No.2 for the 'Mixed Use' zone. Part 6 (Division 2) of the City's LPS No.2 entitled 'Terms Referred to in Scheme' provides the definitions for the various uses that would apply to this application. Table 1 below provides an overview of the land use definition and permissibility within the zone that will apply to the subject land:

Table 1– Land Use & Permissibility

LAND USE	DEFINITION	USE PERMISSIBILITY
Multiple Dwelling	*Means a dwelling in a group of more than one dwelling on a lot where any part of the plot ratio area of a dwelling is vertically above any part of the plot ratio area of any other but:* • *does not include a grouped dwelling; and* • *includes any dwellings above the ground floor in a mixed*	*Permitted ("P") use meaning that the use is permitted if it complies with any relevant development standards and requirements of this Scheme*
Restaurant/cafe	*means premises primarily used for the preparation, sale and serving of food and drinks for consumption on the premises by customers for whom seating is provided, including premises that are licensed under the Liquor Control Act 1988.*	*Discretionary ("A") use meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with clause 64 of the deemed provisions.*
Shop	*means premises other than a bulky goods showroom, a liquor store – large or a liquor store – small used to sell goods by retail, to hire goods, or to provide services of a personal nature, including hairdressing or beauty therapy services.*	*Discretionary ("D") use meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval.*
Unhosted short-term rental accommodation	*a) means a building, or a group of buildings forming a complex, that –* *i) is wholly managed by a single person or body; and* *ii) is used to provide accommodation for guests, on a commercial basis, with no individual guest accommodated for a period or periods exceeding a total of 3 months in any 12-month period; and* *iii) may include on-site services and facilities for use by guests; and* *iv) in the case of a single building – contains more than 1 separate accommodation unit or is capable of accommodating more than 12 people per night; and* *b) includes a building, or complex of buildings, meeting the criteria in paragraph (a) that is used for self-contained serviced apartments that are regularly serviced or cleaned during the period of a guest's stay by the owner or manager of the apartment or an agent of the owner or manager;* *c) but does not include any of the following –*	*Discretionary ("A") use meaning that the use is not permitted unless the local government has exercised its discretion by granting development approval after giving special notice in accordance with clause 64 of the deemed provisions*

	i) an aged care facility as defined in the Land Tax Assessment Act 2002 section 38A(1); *ii) a caravan park;* *iii) hosted short-term rental accommodation;* *iv) lodging-house as defined in the Health (Miscellaneous Provisions) Act 1911 section 3(1);* *v) a park home park;* *vi) a retirement village as defined in the Retirement Villages Act 1992 section 3(1);* *vii) a road house;* *viii) workforce accommodation.*	

It is contended the proposed development and use of the land as depicted in this application falls comfortably within the aforementioned land use definitions prescribed in the relevant planning document and in Table 1 above.

Building Height

Clauses 4.4.2 & 4.4.3 of the Leederville Precinct Structure Plan prescribes the following building height provisions for 'Urban Frame (Type A) Sub-Precinct':

- Podium Height: 3 storeys (12 metres)
- Acceptable Building Height: 12 storeys (43.5 metres)
- Maximum Building Height: 16 storeys (57.5 metres).

Section No. 5 of the Structure Plan sets out the following requirements for any development proposing a building height above the Acceptable Building Height:

i) The development achieves Good Design pursuant to SPP7.0 having regard to the recommendations of the City's DRP;

ii) The development will not have a significant adverse impact on the occupiers of surrounding development (including likely future development) in the locality;

iii) Approval of the development would be appropriate having due regard to relevant planning considerations, including the matters set out in Deemed Provision 67 and the extent to which the development satisfies other requirements of the LPSP such as height, setbacks and design quality; and

iv) Delivery of a Community Benefit Contribution in accordance with the LPSP, calculated in accordance with the prescribed formula.

An assessment and overview of the Community Benefit Contribution for the proposed development in terms of building height is provided further within this report.

6.4 City of Vincent 'Percent for Art Local Planning Policy'

The City of Vincent's 'Percent for Art Local Planning Policy' seeks to improve the appearance and amenity of places, along with improving the vibrancy and character of an area.

The Policy requires that mixed use developments are required to provide public art to the value of 1% of the cost of the development. As such, the proposed development on the subject land will be required to address the need for public artwork in line with the City's Policy.

In light of the above, the proposed development intends to locate/place the artwork along the land's Vincent Street frontage in the form of a sculpture and internally along the vehicular access easement connecting Vincent Street and Electric Lane in the form of wall painting (see Figures 18 &19).

Details of the artwork will be provided once a development approval has been granted. As such, it is requested that an appropriately worded condition be imposed on any development approval granted by the DAP that the details, approval and installation of the public artwork be obtained prior to the completion/occupancy of the development.



Figure 18 – Location of public art (wall mural)



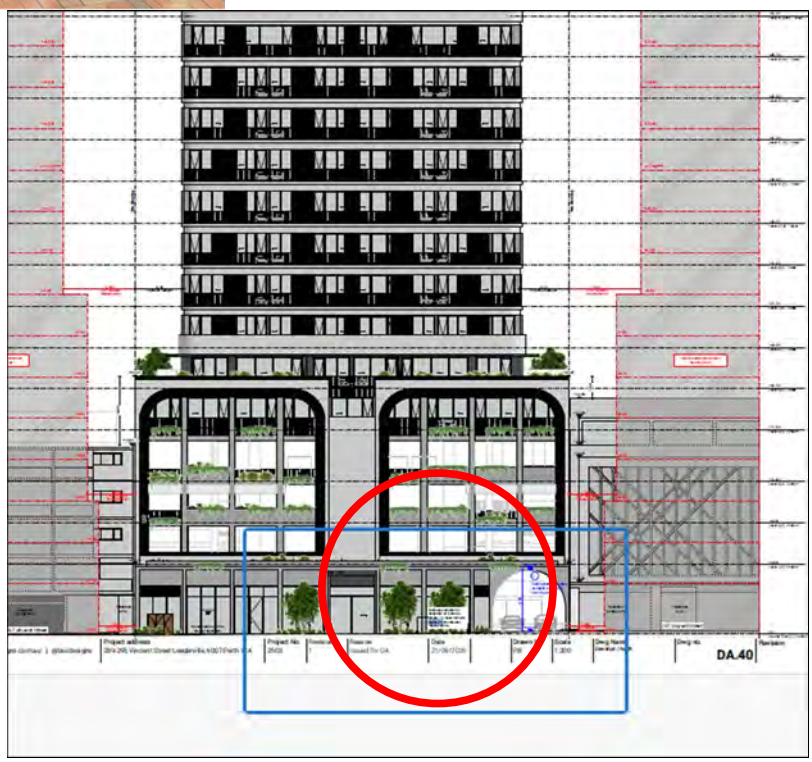


Figure 19 – Potential location of public artwork (marked in red)

6.5 Directions 2031 and Beyond

'*Directions 2031 and Beyond*' is the Western Australian Planning Commission's (WAPC) strategic framework for guiding development of the Perth Metropolitan Region to a sustainable future. At the centre of '*Directions 2031*' is an enhanced emphasis on growth management in a bid to accommodate future anticipated population growth within Perth, obtain better use of existing infrastructure and provide for a sustainable city including improved housing affordability. This philosophy is also being depicted in the Commission's recent document entitled *'Perth and Peel 3.5 million'*.

The future development of the subject land to accommodate a mixed use development, including fifty (50) multiple dwellings and eighteen (18) co-living (short-term accommodation) units will facilitate the provision of additional housing within an established and key Activity Centre within the Perth Metropolitan Region, that contains a wide range of existing infrastructure, including public transport, commercial use, public open space reserves and a comprehensive pedestrian/cycle network. Overall, the development will provide for additional housing, housing diversity and promote the consolidation of urban growth within an existing urban area in a manner consistent with the strategic framework outlined in 'Directions 2031 and Beyond'.

As such it is contended that the proposed development on the subject land is consistent with the aims and objectives of '*Directions 2031 and Beyond*' and will make a beneficial contribution to the future development and sustainable growth of the Perth Metropolitan Region in general.

6.6 Perth & Peel @ 3.5 Million

'Perth & Peel @ 3.5 Million' is the State Government's high-level vision for the growth of the Perth and Peel region to accommodate the future anticipated population growth, which is predicated to be 2.9 million people before 2031 and 3.5 million people before 2050.

In order to accommodate the aforementioned population growth, the document aims at the creation of a more consolidated urban form that includes 53% of future development within the greenfield area and 47% of future development in the current urban area (i.e. infill development). The proposed development will allow for the provision of increased housing availability within the Leederville area. As such, the development will assist with the City of Vincent meeting the targets set by the State Government for the delivery of additional housing within the existing urban area and within a key Activity Centre.

In light of the above, the proposed multiple dwelling development on the subject land accords with the aims of '*Perth & Peel @ 3.5 Million'*.

6.7 Bushfire Prone Areas

The subject land has not been identified by the Department of Fire & Emergency Services (DFES) as being located within a designated 'bushfire prone area' (see Figure 20).

In light of the above, this application does not require the preparation of a BAL report to address any bushfire matters.



Figure 20 – DFES Bushfire Mapping

6.8 State Planning Policy No.5.4 – 'Road & Rail Noise'

The subject land is located along Vincent Street and in proximity to the Mitchell Freeway and Loftus Street, which are all regional roads (see Figure 21). As such, this development application requires the preparation of an acoustic report to enable the City of Vincent and the DAP to undertake an assessment against State Planning Policy No.5.4 entitled *'Road and Rail Noise' (SPP 5.4).*

In light of the above, an acoustic report has been prepared in support of this application by 'Gabriels Hearne Farrall' to address various noise matters including SPP No.5.4 in terms of any potential impact of road noise on the proposed development.

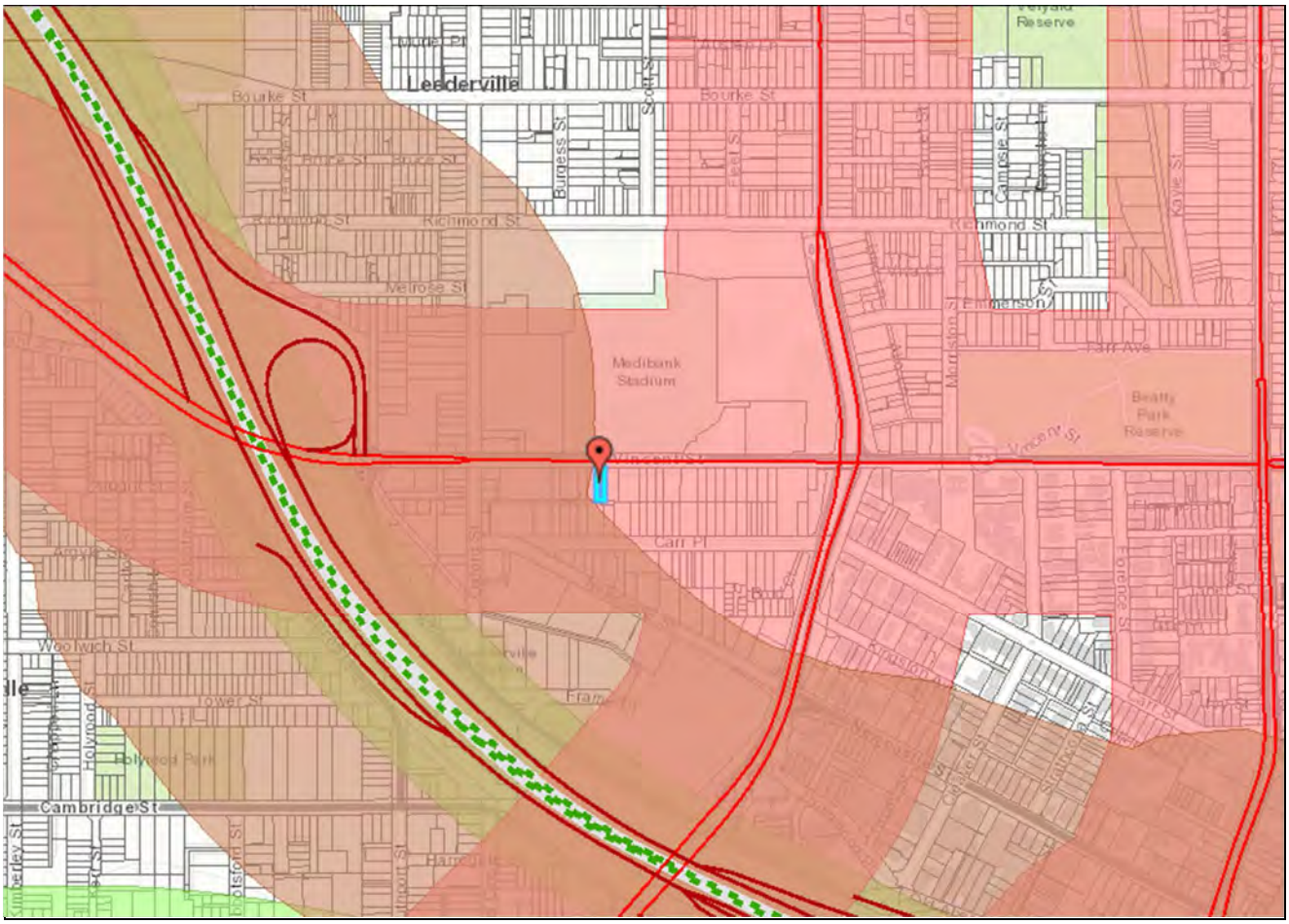


Figure 21 – Road/railway noise and Perth Airport (PlanWA)

6.9 Contaminated Site Investigation

A search of the site under the contaminated sites register has revealed that the land does not have any contamination (see Figure 22). In addition, the subject land is not impacted by floods plains, Bush Forever site and/or acid sulphate soils.



Figure 22 – The subject land is not identified as a contaminated site (MNG Mapping). Contaminated sites are illustrated in purple.

7.0 STATE PLANNING POLICY NO.7.0 – DESIGN OF BUILT FORM ENVIRONMENT

State Planning Policy No.7.0 entitled 'Design of Built Environment' (SPP No.7.0) addresses the design quality of the built environment across all planning and development types in order to deliver broad economic, environmental, affordable and cultural benefit. The aim is to provide for improved development outcomes throughout the State and is a key consideration when assessing developments.

The following table provides responses to the 'design principles' outlined with the Western Australian Planning Commission's State Planning Policy No.7.0 for consideration:

Table 2 – Design Principles

DESIGN PRINCIPLE	RESPONSE
Context and character *"Good design responds to and enhances the distinctive characteristics of*	• A review of the immediate locality has identified that there is a constant change to the character of the area given the continue development of the Leederville Activity Centre, with more high-rise type developments emerging. • In light of the above, the older/historical residential built form is being replaced.

a local area, contributing to a sense of place."	• The locality is currently undergoing a significant change in character and built form that reflects the implementation of the Leederville Precinct Structure Plan with a vision for the area to ultimately comprising a more intensified form of development that will foster the growth of the area and improve utilization of the existing public transport network and foster the growth of the Activity Centre. • The new development on the subject land will provide distinguishable architectural features and high level of passive surveillance of the public realm. The articulated front façade of the development is distinctive and will provide a sense of place for the future occupants of the development. • It is concluded that the proposed development reflects upon the anticipated development within a key Activity Centre encouraged by the City's planning framework. As such, the proposed built form on the new development on the subject land reflects the current planning framework and is mindful of the anticipated built form for the locality.  

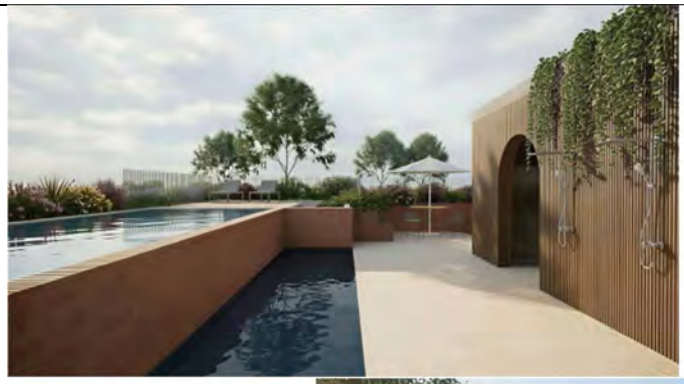
Landscape quality *"Good design recognises that together landscape and buildings operate as an integrated and sustainable system, within a broader ecological context."*	• A review of the subject land has revealed that there is no significant vegetation on the subject land. As such, there is no opportunity to retain existing vegetation and that the proposed development will be an improvement on the current situation on the land, including increasing the canopy coverage over the land. • Given the 'city centre' type development proposed for the land, the development will include some landscaping within the communal areas on the upper floors, with limited space at ground level. • The roof top landscaping and along the façade of the building will enhance the appearance of the development when viewed from the street. • All car parking areas will be covered to reduce hardstand exposure to the sun.
Built Form and scale *"Good design provides development with massing and height that is appropriate to its setting and successfully negotiates between existing built form and the intended future character of the local area."*	• The proposed development features good massing as the façade is broken up by multiple elements and articulation, including the use of varying materials (i.e. render, glass, landscaping planters and feature panelling) and the inclusion of open balconies along the street façades. Given these key elements, it is contended that the future development on the land will contribute to the desired built form character of the streetscape and the Activity Centre in general. • In addition to the above point, the development will locate the outdoor living areas for a number of multiple dwellings to comprise an outlook over the adjoining street. This will provide some activation of the development along the street. The inclusion of major openings to habitable rooms along the frontage of the building will further assist with improved passive surveillance of the street, along with promoting community interaction. • The bulk and scale of the development reflects similar built form expected within a City Centre. In addition, the proposed built form is consistent with the emerging bulk and scale anticipated within the area. • The development will include the concealment of the resident car parking area behind the front setback area and screened from view from the public realm. 

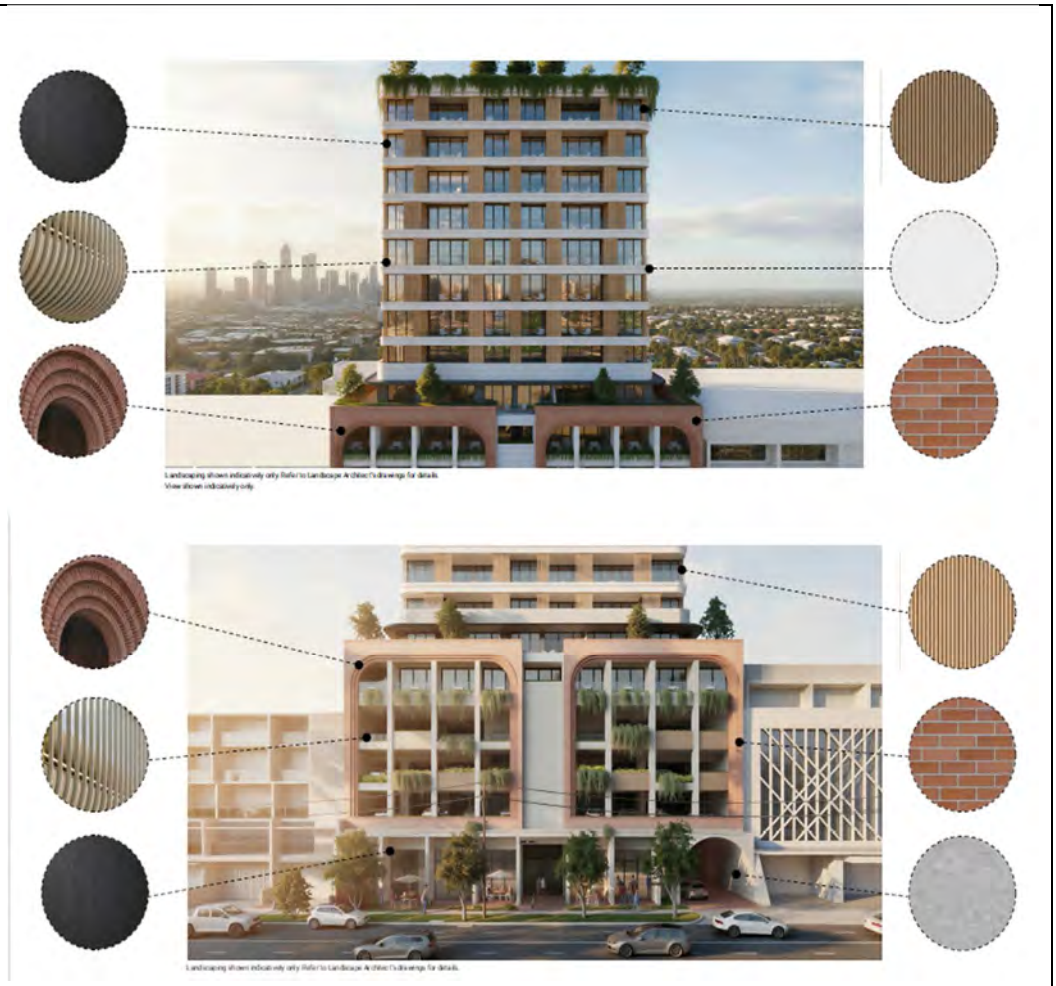
Functionality & build quality *"Good design meets the needs of users efficiently and effectively, balancing functional requirements to deliver optimum benefit and performing well over the full life-cycle."*	• The design of each dwelling within the development is considered to be functional, with the internal living area for each dwelling being designed to be utilised in conjunction with the external living areas to create large entertainment areas. • The development will include the use of robust materials and construction methods that will comprise a long life cycle. Furthermore, the proposed development will be constructed to comply with the National Construction Codes and appropriately engineered. • The development has been designed to allow for access to natural light and cross ventilation (air flow through the dwelling). • The good access to natural light and ventilation for each dwelling will allow for reduced usage of artificial lighting and ventilation of the dwellings and reduce long term running cost of the dwellings (reduce electrical use). • The proposed development will comprise a clearly definable entry point at ground level (for both the residential and commercial components), providing a sense of place for the future occupants and visitors to the development. • The bin storage area is enclosed and located so that is will not be visible from the public realm and will not impact the amenity of any dwellings in terms of appearance and/or odours. • Each dwelling has been provided with sufficient storage, on-site car parking and an outdoor living area of sufficient dimension and width to meet the needs of the future occupants. This will provide for usable internal and external areas. • The development will have good activation of the street, with commercial uses on the ground floor. Furthermore, the main entry for the apartments will be along Vincent Street to allow for good connectivity to the street and the nearby train station.
Sustainability *"Good design optimises the sustainability of the built environment, delivering positive environmental, social and economic outcomes."*	• The proposed development has been designed to access natural light where possible (given the orientation of the lot), It is contended that the design of the proposed development will assist with reduced running costs of each dwelling • The use of landscaping with the communal open space areas will assist with providing adequate shading during the hot summer months. • The design of the development has allowed for the car parking area to be covered and therefore providing protection of the hardstand area from the sun (reduce heat generated by the hardstand). • Adequate landscaping will be provided to accord with water-sensitive design, provide natural shading during the summer months and provide adequate greenery to benefit the development. • The location of various outdoor living areas within the street frontages of the development will provide for improved connectivity between the public and private realms that will assist with social interaction. • The proposed development will assist with the provision of a diversity of housing stock within the Leederville locality, in close proximity to a key transport node and within the Leederville Activity Centre. The close proximity to a high frequency public transport node will assist with reducing motor vehicle dependency and assist with reducing pollution generated by car usage. In addition, the proposed development

	will assist with the provision of additional housing within the Activity Centre which is consistent with the State Government's aim to increase the use of the existing infrastructure and creating vibrant community hubs. • The development will include the future installation of solar panels, EV charging points & the installation of instantaneous hot water systems to service the development. An ESD report has been prepared in support of this application. • In addition to the above, each dwelling within the development will include the installation of waterwise fittings to reduce water consumption. • The development will include bicycle parking bays to encourage bike usage and limit motor vehicle usage.
Amenity *"Good design optimises internal and external amenity for occupants, visitors and neighbours, contributing to living and working environments that are comfortable and productive."*	• Each dwelling features a living area which can be used in conjunction with the external living area. This creates a usable internal and external area that is functional and will accommodate the needs of the future occupants of the development, which provides sufficient area to entertain visitors to each dwelling. • The outdoor living areas are considered to be well designed, with a majority of the dwellings containing an outlook over the adjoining streets (i.e. Vincent Street & Electric Lane) to provide a view, promote passive surveillance of the streets and allow for effective connectivity with the public realm. This includes providing passive surveillance over street. • Adequate boundary setbacks have been provided for adequate separation between the building on the subject land and the adjoining properties, therefore limiting any potential impacts associated with bulk, scale, visual privacy, noise etc. • The development provides a large rooftop communal space that will allow for entertainment with visitors and promote social interaction with residents within the development. • Given that the subject land is located within an Activity Centre, there are opportunities for the future residents of the development to live and work locally, therefore reducing travel time and improving the living quality for the occupants. • Adequate storage and bicycle parking is also provided within the development, along with a bin storage area located in a position to minimise any impact on the future occupants of the development and allow for easy access. • The development has been designed to allow for easy access for both the occupants and visitors to the development. • The car parking area will be concealed within the development and will not have an adverse impact on the streetscape. • The development, including various openings and balconies orientated towards both Vincent Street and Electric Lane to provide an outlook and provide for improved passive surveillance. • Good pedestrian paths are provided for the occupant and visitors. • The commercial tenancy on the ground floor will have good exposure to the public realm and provide activation of the development at street level.

Legibility *"Good design results in buildings and places that are legible, with clear connections and memorable elements to help people find their way around."*	• The development is legible in that it provides pedestrian access along Vincent Street and good access from Electric Lane. • The commercial and residential components have separate/defined pedestrian access from the street. • The development provides screening of the car parking area to reduce the overall impact on the streetscape. • Vehicular access is clearly defined from both Vincent Street (via the existing vehicular access easement) and Electric Lane. • The ground floor frontage of the development will include large windows that will provide an active frontage along the street. • Pedestrian access is from both Vincent Street and Electric Lane, which will allow for easy and safe access. • The main pedestrian entrances to the building is clear and secure. This will include signage. • The development comprises good connectivity for both patrons of the medical centre residents of the apartments. 
Safety *"Good design optimises safety and security, minimising the risk of personal harm and supporting safe behaviour and use."*	• The development proposal provides multiple major openings for various dwellings facing the street to avoid enticing criminal activity and intrusion. The development will have sufficient surveillance over both the public and private realms. • The resident car parking area and associated facilitated such as the stores and bin storage are appropriately located within the development to avoid enticing criminal activity and intrusion. • Gates will be installed to provide improve security for vehicles. • The inclusion of major openings and balconies overlooking both Vincent Street and Electric Lane will provide a sense of security for local residents.

	• The development will include security cameras and intercom systems to provide a safe environment for both the occupants and visitors to the development. • The vehicle access point comprises adequate visual sightlines to provided a safe pedestrian environment and adeaute two-way vehicle movemnts to allow for safe access and egress for the vehicles associated with the development. • The develoment has been designed to allow for all vehicles to entry the street in a forward gear. The vehicle access point comprises adeqaute visual sighlines to provided a safe pedstrian envionment.
Community *"Good design responds to local community needs as well as the wider social context, providing buildings and spaces that support a diverse range of people and facilitate social interaction."*	• The proposed development provides a number of outdoor living areas facing the adjoining street network, to allow for good passive surveillance of the public realm. • The smaller dwelling size (as opposed to a single detached dwelling) will provide an opportunity for aged residents within the locality to downsize and remain within the suburb with easy access to public open space and the various nodes/services offered by the Activity Centre. The proposed dwelling types also cater for a variety of demographics such as first homebuyers, singles and couples without children. • The development provides affordable housing to the community, whilst increasing the housing density within the Leederville Activity Centre. In addition, the development will provide small housing typology to accommodate occupants working within the Activity Centre. • The communal open space and other communal facilities throughout the building will be provided for the development will promote social interaction with the future occupants of the development. • Public art will be provided for the development to enhance the building. • The development will include a bicycle/scooter workshop that will be available to the general public. • The proposed development accords with the State Government's directive to increase residential densities within a key Activity Centres and in close proximity to public transport network to provide affordable housing within these important nodes. • The increase of densities and the provision of additional housing within close proximity to public transport will assist with reducing motor vehicle usage and reduce the extent of the Perth Metropolitan area expanding into the rural and bushland areas along the City's urban fringe. This will assist with providing a positive outcome for the environment and the community in general. • In addition to the above point, the increase in densities and housing within the existing urban fabric will limit the extension of the Perth urban area outwards (i.e. reduce the impacts of 'Urban Sprawl', which results in high costs to the community in terms of infrastructure costs).

	 
Aesthetics *"Good design is the product of a skilled, judicious design process that results in attractive and inviting buildings and places that engage the senses."*	• Aesthetics of the proposed street facing facades is highly demonstrated by the use of a variety of materials and renders, inclusion of balconies/terrace and major openings of varying sizes. • The proposed façade provides visual interest and an active frontage that provides a connection between the public and private realms within the residential complex. This includes providing an articulated front facade. • The design of the proposed development incorporates sufficient and safe pedestrian movements, whilst allowing for ease of access to various on-site facilities such as bin storage areas, storerooms and car parking. • The building height for the development is consistent with the expected built form within an Activity Centre and will not result in the development being overbearing along the street. In addition, the proposed development the subject land is consistent in terms of bulk, scale and height to the recently completed developments scattered throughout the Leederville Activity Centre. • The proposed development allows for good massing and bulk and the street, which is expected within the City Centre environment. • The proposed development has been designed to include active spaces (i.e. balconies, outdoor living area) and landscaping, which will provide an attractive and articulated front façades. The impressive façade designs will appeal to all passers-by and engage interest from the public realm.



8.0 DEVELOPMENT STANDARDS

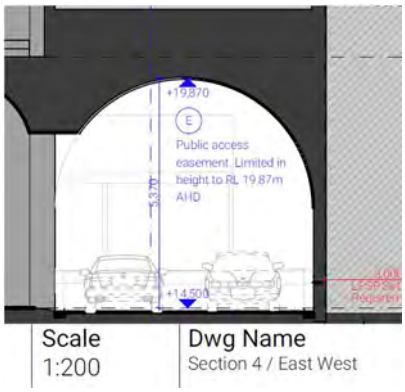
8.1 General Development Standards

As previously outlined, the City of Vincent have prepared the 'Leederville Precinct Structure Plan' that prescribes various development standards that guide development within the area. Where a development standard is not prescribed within the Structure Plan, the standards prescribed within Volume 2 of the Residential Design Codes (R-Codes) will apply.

Table 3 below provides an assessment of the proposed development to assist with the consideration of the application against the applied development standards:

Table 3 – Assessment Table

DEVELOPMENT COMPONENT	PRESCRIBED DEVELOPMENT STANDARDS	PROPOSED	COMPLIANCE
SETBACKS			
Primary street	Podium – Nil Tower • Up to 8 storeys – 5 metres (min) • 9 storey 7 above – 7 metres(min)	Podium (up to 3 storeys) – 5 metres Tower • Levels 4 & 5 – 5 metres • Levels 6 to 9 – 8.2 metres • Levels 9 to 14 – 8.2 metres	Yes
Rear boundary (south)	Podium - Minimum 3 metres Tower • Up to 8 storeys – 4 metres (min) • 9 storey 7 above – 6 metres(min)	Podium (up to 3 storeys) – 3 metres Tower • Levels 4 & 5 – 3 metres • Levels 6 to 9 – 6.2 metres • Levels 9 to 14 – 6.2 metres	No (Refer to justification)
Sides boundaries (east and west)	Podium - Minimum 3 metres Tower • Up to 8 storeys – 4 metres (min) • 9 storey 7 above – 6 metres(min)	Podium (up to 3 storeys) – Nil Tower • Levels 4 & 5 – Nil • Levels 6 to 9 – 4.1 metres (min) • Levels 9 to 14 – 4.1 metres (min)	No (Refer to justification)
GENERAL/OTHER			
Plot ratio	No requirement		
Open space	No plot ratio requirements under the Structure Plan		
Building height	Podium height – 3 storeys (12 metres) Tower height – 12 storeys (43.5 metres) Maximum 16 storeys (57.5 metres) in accordance with Clause 5.1 of Structure Plan	Podium height – 5 storeys (21.4 metres) Tower height – Maximum 14 storeys (55.77 metres) to top of lift core (52.27 metres to the top of the 14 floor). Refer to section below regarding g building height bonus.	No (Rebuilding height bonus section below for justification)
Ground Floor Use	Commercial use	Proposed commercial uses (i.e. potential restaurant, café & shop tenancies)	Yes
Ground floor ceiling height	3.5 metres (min) to allow for future adaption	Ground floor height 5.12 metres	Yes
Awning over verge	• Minimum clearance of 2.75 metres and 3.5 metres • A depth of 2.4 metres	• Minimum clearance of 5.1 metres • A depth of 2.4 metres	Awning setback from the front boundary to avoid power lines. No further justification is required in this instance.
Articulation & finishes along street frontages	Primary & secondary street facade to include an active frontage varying use of materials and colours	Proposed development include varying setback, use of materials and colours to provide articulation and visual interest (refer to plans).	Yes

Storage/refuse areas	One bin store required, screened from the street.	Screened bin store provided.	Yes
Vehicle access/egress	Vehicle access from Electric Lane and vehicles to return to street in a forward gear.	Vehicular access from Electric Lane and all vehicles to return to local street network in a forward gear	Yes
Pedestrian access	Definable entry point from street, universal access.	The building comprises a definable entry point, provides pedestrian connection with foot path network along the street. In addition, universal access is provided.	Yes
Landscaping	Landscaping plan prepared by a suitable qualified consultant.	Landscaping plan prepared by a qualified consultant prepared.	Yes
Existing trees	Existing trees to be retained where the tree satisfies the criteria prescribed in the Structure Plan.	• Subject land is vacant and does not comprise any trees. • All street trees are being retained.	Yes
Dwelling diversity	Maximum typology • Studio apartments – 15% (11) • One bed apartments – 30% (20) • Two bed apartments – 40% (27) • Three bed apartments – 15% (10)	Dwelling typology provided • Studio apartments – 26% (18) • One bed apartments – 20% (14) • Two bedroom apartments – 37% (25) • Three bed apartments – 15% (10) • Four bed apartments – 1.4% (1)	It is deemed that the proposed development adequately addresses the requirements to provide a diversity of housing typology and that no further justification is required.
Lift over-runs & rooftop plant	Not to exceed 3.5 metres and not visible from the street.	Height less than 3.5 metres and concealed from the street and any future adjoining developments	Yes
Access easement	Access easement required along the western side boundary, with the following details: • 5 metres wide • Setback 1 metres from the western boundary • Vertical height of 4.5 metres. • Public access easement.	Public access easement provided as per Structure Plan along the western side boundary. 	Yes
Bicycle parking	• Residents – min 0.5/bedroom (58) • Visitors - 1 bay/four dwellings (17) • Commercial – 1/100m^2 NLA (3)	• Residents – 44 • Visitors - 0 bay • Commercial – 2 bays Total shortfall – 32 bays	No (Refer to justification)

Motorcycle parking	1 bay /5 dwellings (14)	Motor Cycle – 14 bays	Yes
EV charging	Minimum 20% of bays	20% EV charging provided	Yes
KEY R-CODE PROVISIONS			
Element 3.4 - Communal Space	Min area – 300m^2	Various communal area exceeding 300m^2 (approximately 900m^2)	Yes
Element 4.1 – Solar & daylight access	70% of dwellings providing solar access	87% of dwellings provided with solar access	Yes
Element 4.2 – Natural ventilation	60% of dwelling comprising natural ventilation	76% of dwellings provide with natural ventilation.	Yes
R-Code Element 4.4 – Private open space & balconies	• Single bed – 8m^2 • Two bed 10m^2 • Two bed 12m^2	Required areas and dimensions provided as pert R-Codes	Yes

Building height Bonus & Community Facility (Leederville Precinct Structure Plan)

The proposed development includes building height of fourteen (14) storeys (52.27 metres) and therefore seeks a variation to Clauses 4.4.2 & 4.4.3 of the Structure Plan. Section No.5 of the Structure prescribes the criteria that is to be met to allow for the additional building height (i.e. building height bonus).

In addition to the above, Clause 5.1 of the Leederville Precinct Structure Plan provides discretion to enable a variation to the maximum prescribed building height to facilitate a variety of built form. The objectives of the Clause are as follows:

- *To provide guidance in the exercise of discretion by decision makers under Section 5 of the LPS2.*
- *To provide clear prerequisites to be met for approval of height above the bonus standards.*
- *To ensure additional development potential corresponds with community benefit contributions.*
- *To ensure the approval of additional development potential is fair, transparent and legible.*

The aforementioned clause would enable a building height bonus for 'Urban Frame Type A' Precinct to a maximum of 16 storeys (57.5 metres) in lieu of 12 storeys (43.5 metres) where a community benefit contribution is provided in support of the development amongst the need to meet the other criteria set in Clause 5.1. This can be achieved through either a monetary contribution paid to the local government or the delivery on an on-site facility (or a combination of both).

A review of the Leederville area has identified a large number of people visitor or passing through the area on bicycle or scooter, with weekends comprising a higher number of recreational bicycle riders. As such, the proposed development on the subject land will include a community bicycle/scooter repair workshop on the ground level with access from Electric Lane (see Figure 23).

The operational details of the facility are as follows:

i) The workshop will be open to the general public during business hours with the following operating times:
   - Monday to Friday between 7am to 6pm
   - Saturday 7am to 4pm

ii) Residents within the development will be provided with after-hours access via their security key card/fob;

iii) The bicycle repair workshop will be publicly accessible, with no membership or entry fees required (free to the public and residents). This will ensure the facility provides an accessible and inclusive benefit to the local community;

iv) The workshop will be monitored and will include CCTV (security);

v) The facility will include a work bench areas, tyres pumping facilities, repair equipment/tools and storage/parking area. Note that all high value tools will be chained to avoid theft or misuse;

vi) Vending machines offering parts/equipment will be installed to allow the purchase of small items / high value items: and

vii) Cleaning of the workshop and restocking of the vending machines will be undertaken by a private contractor arranged by the client.



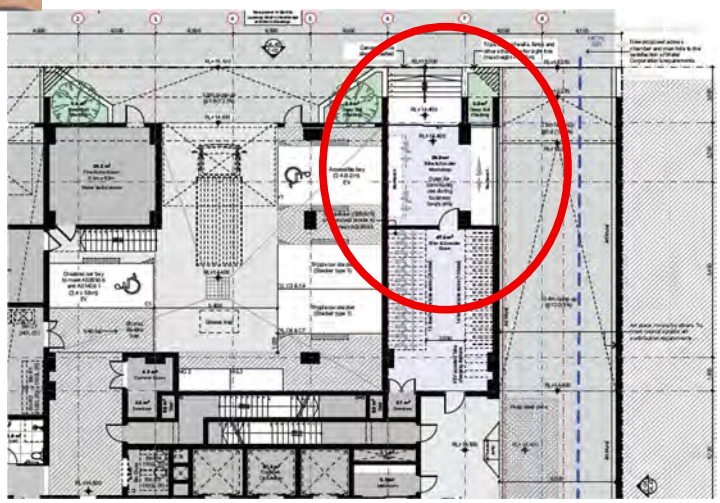


Figure 23 – The bicycle/scoter repair workshop (community facility)

In terms of contributions value, Clause 5.1 outlines the following requirement:

> *(3% of total contract sum) x (number of storeys above the acceptable storey height ÷ total number of storeys)*

Having due regarding for the above, the following calculation is provided for the proposed development on the subject land:

- Project cost - $30 million
- Number of proposed storeys – 14 (including lift core/roof top communal open space)

Table 4 – Value of Community Facility

REQUIRED VALUE OF FACILITY	PROPOSED COSTINGS
(3% of $30million = $900,000) x (2 ÷14 = 0.143) $900,000 x 0.143 = $128,700.00	• Cost of establishing workshop - $79,100.00 • Cost of Floor area ($6,500/$m^2$ x 29m^2 – $188,500.00 • Annual operating cost - $36,720.00.00
Total Required Value - $128,700.00	**Total Value - $304,320.00**

Note: The annual operating costs includes restocking of vending machines (including staff) and cleaning.

In light of the above and the information provided within this report, it is contended that the proposed development satisfies the criteria prescribed within Clause 5 of the Structure Plan to unable the additional building height for the following reasons:

i) The development provides good design and addresses the 'design principles' prescribed within State Planning Policy No.7.0. Section 7.0 of this report (page 30) illustrates the responses to each design principle;

ii) The proposed development has been referred to the City of Vincent's Design Review Panel, with modification being undertaken to the design layout to address some of the recommendation provided by the Panel;

v) The proposed development will not have an adverse impact on the existing developments on the adjoining properties (as outlined within this report) and reflects the anticipated built form prescribed by the planning framework;

vi) As demonstrated within this report, the proposed development addresses the 'Deemed Provisions 67' of the Planning and Development (Local Planning Schemes) Regulations. Particular reference is made to addressing the relevant planning framework (both State and Local government), Orderly and proper planning, Environmental matters, compatibility with the surrounding Activity Centre, social impacts and addressing various technical requirements; and

vii) The proposed development will deliver a Community Benefit Contribution in accordance with the Structure Plan.

In light of the above information, it is contended that the proposed development satisfies Clause 5.1 of the Leederville Precinct Structure Plan and that the addition building height can be supported by the City of Vincent and the DAP.

Written Justification (Variations)

The following table provides justification for those aspects of the proposed development on the subject land seeking a variation to the 'deemed to comply requirements' of the relevant planning framework.

Table 5 – Justification

DEVELOPMENT STANDARD & 'DESIGN PRINCIPLES'	PROPOSED VARIATION TO 'DEEMED TO COMPLY REQUIREMENTS'	JUSTIFICATION
Leederville Precinct Structure Plan, Clause 4.4.2 & 4.4.3 – 'Podium & Tower setbacks'.	The application proposes that the following aspects of the proposed development do not meet the 'deemed to comply requirements' of Clauses 4.4.2 & 4.4.3 of the Structure Plan: i) Levels 4 & 5 will comprise a minimum rear setback of 3 metres in lieu of 4 metres (Electric Lane); ii) The podium will comprise a nil setback from the side lot boundaries in lieu of 3 metres; iii) Levels 4 & 5 will comprise a nil setback from the side lot boundaries in lieu of 4 metres; and iv) Levels 9 to 14 will comprise a minimum	1. The proposed variation to the side and rear lot boundaries will not result in the new development having a detrimental impact on the local streetscape in terms of bulk and scale. In fact, the proposed development has been designed to provide an articulated and active façade to both Vincent Street and Electric Lane. 2. The variation to the rear lot boundary (1 metres for two levels is considered to be minor and will not have an adverse impact om the Electric Lane streetscape. Furthermore, the lower levels of the podium complies with the minimum required setback from the rear lot boundary and will include elements of landscaping. 3. A review of existing developments along Electric Lane has identified that a number of existing buildings comprise a minimum setback of less than 3 metres from the Electric Lane boundary. Given this, the proposed development on the subject will not undermine or have an adverse impacts on Electric Lane. 4. The development will include balconies along the Electric Lane frontage that will assist with softening the overall bulk of the building along the laneway and will assist with improved connectivity/passive surveillance of Electric Lane. It is viewed that this is a good planning outcome for the area. 5. In regard to the podium setback from the side boundaries, the following key points need to be noted:

	setback of 4.1 metres from the side lot boundaries in lieu of 6 metres.	i) The existing buildings on the adjoining western and eastern properties comprise a nil setback (see Figure 24); and ii) The subject land comprises a 5 metre wide vehicular access easement along the western side of the property; 6. Whilst the podium height for the proposed development is higher than the current buildings on the adjoining eastern and western properties, the impact of the proposed development on the adjoining properties will be minor. Figures 24 & 25 below illustrate the differences between the proposed development on the subject land and the proposed developments on the adjoining properties. Given the recent age of the existing developments on the adjoining properties, it is unlikely that these sites will be re-development in the near future. 7. In addition to the above, Figures 23 & 24 also illustrate the potential development on the adjoining properties against the provisions of the current Structure Plan. Once again, the proposed development on the subject land will not have an impact on any future development on the adjoining properties. 8. Given the nil setback of the existing development on the adjoining western and eastern properties, the provision of a 3 metre setback for the proposed development on the subject land will result in a narrow unusable strip of land that will have very poor amenity. As such, a 3 metre side setback for the podium levels would be a poor planning outcome. 9. The most effective method of accommodating the required vehicular access easement along the western side of the development is to build over it (i.e. a nil setback). Given the 5 metre wide easement, a 3 metre setback cannot be achieved and providing a 5 metre setback to accommodate the easement would undermine the development. 10. In terms of the upper floor setback, the variation is considered to be minor and that portions of the building comprise a 6.6 metre setback to deliver articulation from the side boundaries. 11. The proposed development makes effective use of all available space and provides for the creation of adequate internal and external living areas which will benefit the future occupants of each dwelling. 12. The development has been designed to have a distinguishable appearance between the ground and upper floor. Having regard for all of the above it is contended that the proposed variation to the minimum required side and rear setbacks of the new mixed use development on the subject land will not have an adverse impact on the streetscape of the adjoining properties, does not undermine the objectives of the

Structure Plan, it will enhance the local streetscape and may therefore be supported.

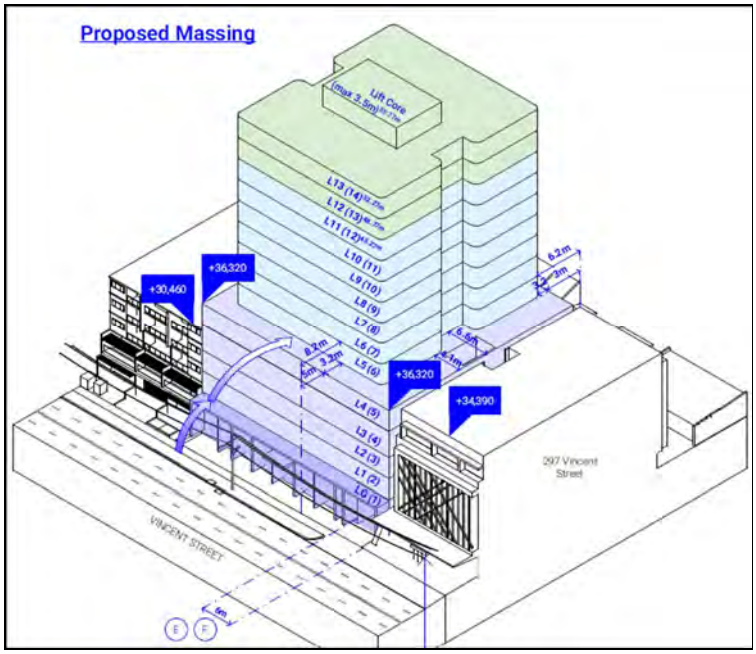


Figure 24 – The building will be articulated and will not impact the existing developments on the adjoining properties.



Figure 25 – The existing developments on the adjoining properties will screen those sections of the podium to be built up to the western and eastern side boundaries.

Leederville Precinct Structure Plan, Clause 4.4.2 - 'Podium Height'	The application proposes that the podium levels of the new development on the subject land will comprise a maximum building height of 5 storeys (21.4 metres) in lieu of 3 storeys (12 metres) prescribed by the 'deemed to comply requirements' of Clause 4.4.2 of the Structure Plan.	1. The additional height for the podium levels provides good massing of the building along Vincent Street, which is expected within a city centre environment. Furthermore, it is contended that the podium level will not have an adverse impact on the streetscape. 2. The existing developments on the adjoining eastern and western properties comprise a nil side setback and do not technically comprise a podium level (i.e. there is no definition between the levels). As such, these developments will assist with screening or softening any potential impact the over height podium level on the subject land may have on the streetscape (see Figures 23 & 24). 3. The overall height of the podium levels will not be clearly distinguished when viewing the development at pavement level. In addition, the front facade of the development will comprise an awning at ground level and landscaping along the front and rear facades of the development to hide the overall bulk of the podium level (see elevation plans). 4. The additional height of the podium levels is required to provide accommodate the vertical height restrictions of the vehicular access easement along the western side of the subject land, accommodate parking for the development and to accommodate the co-living dwellings that provide a diversity in house typology for the development. 5. A review of existing and recent developments along this part of Vincent Street has identified a number of buildings comprising a height of five storeys with no podium (i.e. the ABN building). Given this, the proposed development on the subject land will not be out of character in terms of podium height along the street. 6. A review of the existing built form along Electric Lane has identified a number of developments with nil setbacks and little to no articulation/connectivity along the laneway. Given this, the proposed development (including the podium height) will provide a positive outcome to the Electric Lane streetscape. 7. The proposed development will deliver additional housing numbers and housing diversity within a key Activity Centre and adjacent a major public transportation nodes. This represents orderly and proper planning. 8. Any requirement to reduce the podium height will reduce the delivery of much needed affordable housing. This would be a very poor planning outcome. 9. The proposed new development on the subject land will improve passive surveillance over both Vincent Street and Electric Lane. It is contended that the development has been designed to comprise a sufficient street setbacks and an

		active frontage to enhance the appearance of the development on the local streetscapes (both Vincent Street and Electric Lane. 10. The front façade of the new development has been designed to provide elements of articulations and use of varying materials to provide visual interest when viewed from the street (see Figure 12). As such, the design and configuration of the over height podium component will improve the appearance of the development when viewed from the public realm. Having regard for all of the above it is contended that the proposed variation to the maximum allowable podium height of the new development on the subject land will not have a negative impact on the streetscape, does not undermine the objectives of the Structure Plan and will enhance the local streetscape. As such, the proposal has merit and could be supported.
Leederville Precinct Structure Plan, Clauses 4.1.10 & 4.1.11 – Parking (bicycles)	The application proposes the provision of 46 bicycle bays within the development on the subject land in lieu of 78 bays required as per the 'deemed to comply requirements' of Clauses 4.1.10 & 4.1.11 of the Structure Plan.	1. Each apartment comprises a storeroom that is adequate to accommodate bicycle storage and therefore allowing the secure bicycle storage area on the ground floor to be available to visitor. In this instance, adequate space is available to address on-site bicycle parking. 2. The shortfall in the number of on-site bicycle parking is unlikely to have any detrimental impacts upon the existing amenity, character, functionality and safety of the immediate locality. 3. Given the land's location of the subject land within a key Activity Centre, the City of Vincent have provided on-street bicycle parking which could cater for any visitor bicycle parking demand. 4. There is sufficient space within the car parking levels of the development to provide/accommodate bicycle parking if required. Having regard for the above, it is contended that the proposed variation to the minimum required bicycle parking bays will not have a detrimental impact on the development, that there is sufficient space within the development to accommodate bicycle parking (i.e. dwelling storerooms & within the car parking levels) and that the variation does not undermine the objectives of the Structure Plan. As such, the proposal could be approved by the City of Vincent and the DAP.

8.2 On-site Car Parking & Access

The proposed development on the subject land has been designed to provide a total of ninety six (96) on-site car parking bays (including visitor parking and ACROD bays) with vehicular access via Electric Lane to the rear of the subject land (see Site Development Plans). It should be noted that the development will include forty (40) a car stacker system to service the development (see Figure 26).

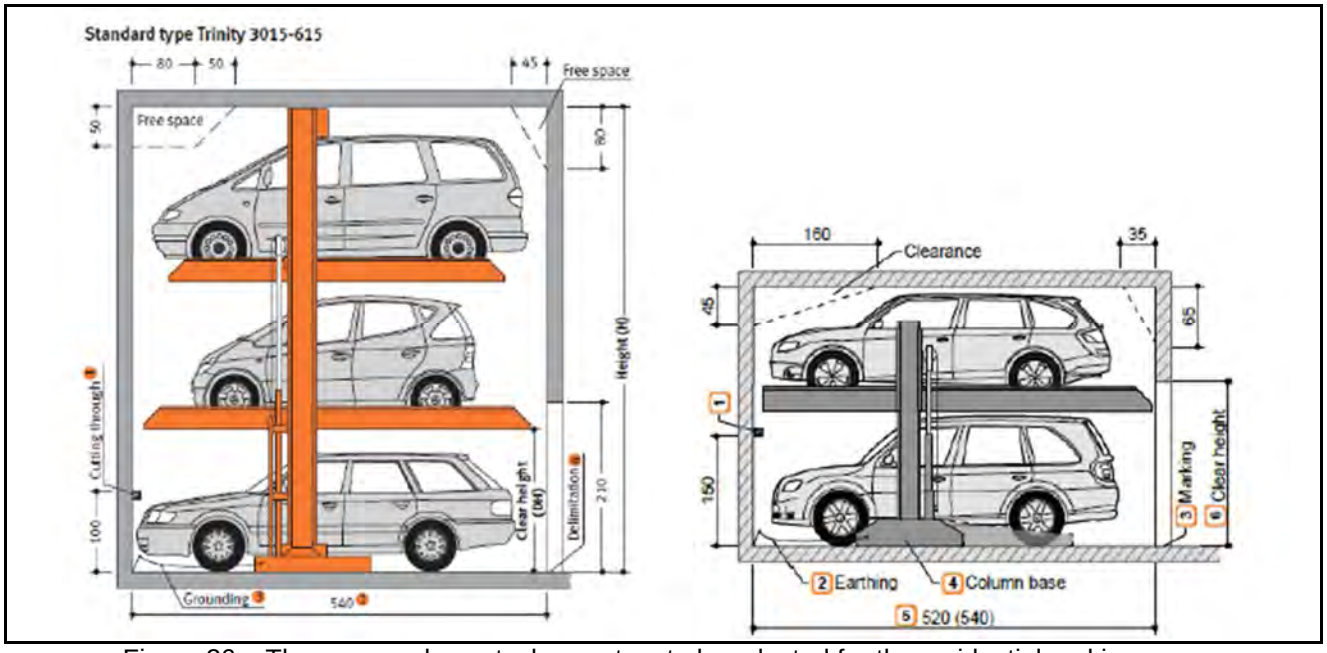


Figure 26 – The proposed car stacker system to be adopted for the residential parking area.

In calculating the residential component of the development, this application proposes fifty (50) multiple dwellings of varying confirmation and eighteen (18) co-living units. The total number of bedrooms for the development is one hundred and sixteen (116). Furthermore, the development has allocated eighty nine (89) bays for the residential component and seven (7) for the commercial component.

The following car parking calculations are provided to assist the City of Vincent and the DAP's assessment of the application and have been formulated with due regard for the parking standards prescribed in Clause 4.1.10 and Clause 4.1.11 of the 'Leederville Precinct Structure Plan':

Table 6 – Car Parking Calculations (Residential & Co-living Component)

LAND USE	PRESCRIBED PARKING STANDARD	TOTAL NUMBER OF BEDROOMS	PARKING BAYS REQUIRED
Multiple dwellings & C0-Living Dwellings	0.75 bays per bedroom	116 dwellings	87 bays
Residential Visitor Parking	1 bay per four dwellings.	68 dwellings	17 bays
Total number of on-site parking bays required			**104 bays**
Total number of on-site parking bays provided for the residential component			**89 bays**
Total on-site car parking shortfall			**15 bays**

As demonstrated above, the residential components of the proposed development complies, with the visitor parking provision comprising resulting in a short fall.

Table 7 – Car Parking Calculations (Commercial Component)

LAND USE	PRESCRIBED PARKING STANDARD	FLOOR AREA OR DWELLING NO.	PARKING BAYS REQUIRED
Commercial	1 bay per 80m^2 of NLA	262.6m^2	3.28 bays
Total number of on-site parking bays required for the commercial component			**4 bays**
Total number of on-site parking bays provided			**7 bays**
Total on-site car parking surplus			**3 bay**

As demonstrated by the above table, the proposed commercial component of the mixed use development on the subject land complies with the on-site car parking requirements prescribed within the Leederville Precinct Structure Plan. In fact, the proposed commercial component of the new development will result in an on-site car parking surplus of three (3) bay.

The proposed shortfall associated with the on-site visitor car parking for the proposed development can be justified on the following grounds:

i) The shortfall in the number of on-site car visitor parking bays is unlikely to have any detrimental impacts upon the existing amenity, character, functionality and safety of the immediate locality;

ii) Given the land's location of the subject land within a key Activity Centre, there is a generous

array of on-street and public car parking stations in close proximity to the subject land which will cater for any visitor car parking demand;

iii) The subject land has good access to public transport (i.e. various high frequency bus routes), which provide visitors with an alternative mode of transportation to private car usage and help alleviate some demand for on-site car parking. It is noted that public transport usage is becoming more favourable as the cost of motor vehicle expenses increase;

iv) In addition to the above point, there is an increased use of e-scooters that further reduces the reliance on motor vehicle usage;

v) The development comprises compliant on-site car parking for the residential and commercial components; and

vi) As the subject land is located within a City Centre environment, car usage should be discouraged and more emphasis should be placed on alternative modes of transportation.

Having regard for the above it is contended that the car parking to be provided in support for the new mixed use development on the subject land is sufficient, that the visitor car parking shortfall will not have an adverse impact on the immediate locality and may therefore be supported.

9.0 CONSULTANT REPORTS

9.1 Acoustics Report

An acoustic report has been prepared in support of the application by 'Gabriels Hearne Farrell' (see copy attached herewith). The report has undertaken an assessment of the potential impact of the new development on its surroundings and any noise impacts associated with the land's proximity to the Mitchell Freeway, Vincent Street and Loftus Street (i.e. regional roads).

The acoustics report provides a number of recommendations for the proposed development and outlines the following conclusion/overview:

i) At the Development Application stage of this project the relevant acoustic design issues to consider are:

- *Requirement for noise emissions to comply with Environmental Protection (Noise) Regulations,*
- *Consideration of potential traffic noise intrusion, in accordance with the State planning Policy 5.4 "Road & Rail Noise", as well as Australian Standard 2017 "Acoustics - Recommended Design Sound Levels and Reverberation Times for Building Interiors".*
- *Requirement to comply with the Building Code of Australia (BCA), Part F5 – Sound Transmission and Insulation.*

ii) This Acoustic Report has addressed each of the project specific acoustic design issues relevant to the Development Application stage.

iii) Further detailed consideration of these issues is required throughout the design development and documentation stages of the project, to ensure compliance with the relevant regulations, codes and acoustic quality standards.

9.2 Traffic Impact Statement

A Traffic Impact Statement has been prepared by 'Salt[3]' (Traffic Engineers) in support of this application (see copy attached herewith). The Traffic Impact Statement (TIS) comprises the following conclusions in terms of the proposed development on the subject land:

i) The proposed 68-dwelling mixed-use development, comprising residential, co-living, commercial and café components, is estimated to generate approximately 35 vehicle trips in the weekday AM peak hour and 51 in the PM peak hour. This is a moderate level of generation that would not typically be expected to significantly impact the surrounding road network.

ii) Vehicle access is consolidated to the rear right-of-way (Electric Lane), keeping pedestrian and vehicle movements separated at the Vincent Street frontage. This is a positive design outcome, though it concentrates all vehicle activity onto a laneway shared with two neighbouring properties.

iii) A total of 96 standard bays and 14 motorcycle bays are proposed across four podium levels, exceeding the applicable statutory maximum and comfortably meeting the City of Vincent's motorcycle parking requirement. No dedicated residential visitor parking is proposed; this relies on a reciprocal arrangement with the commercial bays (refer Section 11 of the TIS).

iv) Pedestrian and cyclist access is well supported by existing shared paths on all surrounding streets, high frequency bus services, and Leederville Train Station within 400 m of the Site, with bicycle parking and end-of-trip facilities provided within the development.

v) Loading and refuse collection can be completed using up to an 8.8m MRV. The vehicle can enter Electric Lane in a forward direction, reverse into the loading area within the site and then exit the site onto Electric Lane in a forward direction.

vi) The development proposal is anticipated to generate around 35 trips in the AM Peak and 51 trips in the PM Peak.

In light of the above, it is concluded that the design and location of the proposed development on the land is suitable in terms of traffic movement and generation. Furthermore, it is concluded that the local road network is more than capable of accommodating the traffic movements generated by the proposed development on the subject land.

9.3 Waste Management

A waste management plan (WMP) has been prepared by 'Salt[3]' (Consultants) in support of this application (see copy attached herewith). The proposed waste collection for the development will be undertaken using a private contract along Electric Lane using an 8.8 metre truck servicing a range of bin sizes to address the needs of the various uses proposed within the development.

The WMP concludes that sufficient measures are proposed to ensure that the development can adequately be serviced in terms of waste disposal & collection.

9.4 ESD Report

An ESD report has been prepared by 'Emergen' in support of this application (see copy attached herewith). The report make a number of recommendations based on the City of Vincent Built Form Policy and a Life Cycle Assessment. The report provides the following conclusion in terms of the proposed development on the subject land:

> *"In conclusion, a sustainability assessment has been undertaken for the proposed development in accordance with the City of Vincent ESD requirements. The assessment demonstrates that sustainability initiatives have been identified and incorporated into the development to respond to the whole-of-life environmental impacts of the building, including measures relating to passive solar design, water efficiency, operational energy reduction and life cycle assessment performance. A summary of how the development addresses each applicable City of Vincent ESD requirement is provided in the table below."*

CITY OF VINCENT REQUIREMENTS FOR APARTMENTS AND MIXED USE DEVELOPMENTS	RELEVANT SECTION OF REPORT	ACHIEVED
• The proposed development must demonstrate that it incorporates site planning principles that maximise solar passive design opportunities during winter and summer.	• Refer Section 4.1 of this report.	✓
• The proposed development must demonstrate that it incorporates the recovery and re-use of rainwater, stormwater, grey water and/or black water.	• Refer Section 4.2 of this report.	✓
• The proposed development must demonstrate that it achieves the environmental performance ratings shown below: o ISO 14044 "Environmental management – Life cycle assessment – Requirements and Guidelines" and EN15978 "Sustainability of construction works – Assessment of environmental performance of buildings – Calculation method." ➢ 30% global warming potential saving against a code-compliant design. ➢ 25% freshwater use saving against a code compliant design.	• Refer Section 5 of this report.	✓

10.0 DESIGN REVIEW PANEL (DRP)

The application has been referred to the Design Review Panel (DRP) at the City of Vincent on 17 June 2026 for consideration and comment. It is noted that the proposed use and development on the land is encouraged by the Panel, with the Panel raising a number of design suggestions and recommendations to assist with improving the functionality/appearance of the development.

Following a review of the comments, the plans prepared in support of this application were significantly amended and has resulted in vast improvements to the design layout of the development. The key changes undertaken include the following:

i) More contextual information has been provided on the plans and within this report to outline the proposed development's setting with the surrounding area;

ii) Greater details have been provided to justify the podium level height and its relationship with the adjoining properties;

iii) More perspectives have been provided to highlight the development;

iv) Landscape architect has been appointed, with a landscaping plan being prepared including deep soil areas and plant species;

v) Shade structures provided and relocation of windows to address solar access and protection of windows to habitable spaces;

vi) Car parking revised and focus provided on public transport and bicycle usage;

vii) Public art strategy provided;

viii) Pedestrian access paths reviewed and altered;

ix) Community benefit (i.e. bicycle/scooter workshop) provided for the general public. Access to the facility is from Electric Lane and will assist with activation of the laneway;

x) The front façade of the building has been enhanced to provide greater articulation and visual interest when viewed from the street;

xi) The communal areas modified to be more user friendly and accessible; and

xii) An ESD report has been prepared in support of the application illustrates sustainable features that will be included within the development. This includes the provision of 20% of all bays being EV bays.

11.0 SUMMARY OF JUSTIFICATIONS

Having regard for all of the above, it is contended the proposed mixed use development on Lots 6, 7 & 8 (No.289-295) Vincent Street, Leederville is suitable and capable of being approved for the following reasons:

- It is consistent with the general objectives of the land's current 'Urban' zoning classification under the Metropolitan Region Scheme.
- The proposed development and use on the subject land are consistent with planning framework.
- The proposed development on the subject land will complement other similar land use activities that will be developed within the Leederville Activity Centre and the nearby public transport infrastructure.
- The proposed development will assist with the provision of housing variety within the Leederville locality within close proximity to various nodes and infrastructure (such as public transport). The development will also assist with providing increased densities within a well service area and will assist with optimising the existing infrastructure.
- The proposed development will include commercial tenancies at ground level to provide activation of the street, along with providing employment opportunities for residents within the building and immediate locality.
- The proposed development has been designed to have due regard for the development standards prescribed within the relevant planning framework.
- The proposed development will improve the streetscape and levels of passive surveillance over both Vincent Street and Electric Lane.
- The development has been designed to incorporate design features, an active frontage and improved passive surveillance of the adjoining streets (i.e. it will oversee the public realm).
- The proposed development will provide opportunity for the development of an attractive and safe residential environment comprising affordable, modern and high quality housing within a well-established urban area.
- The proposed development is unlikely to compromise the existing character, amenity or compatibility of land usage in the immediate locality and is consistent with the future anticipated development for the area.
- The proposal development for the land of 'multiple dwelling' purposes is consistent with the aims and objectives of '*Directions 2031*' and '*Perth & Peel @ 3.5 Million'* and will make a beneficial contribution to the future development and sustainable growth of the Perth Metropolitan Region.
- The proposal will assist with the City of Vincent meeting the target set by the State Government for the delivery of additional housing within the existing metropolitan area and will assist with fostering the sustainable growth of Leederville Activity Centre.
- The proposed development will add to the diversity of housing stock and provide a variety of choice for future potential residents in the Leederville locality and will help to accommodate the increased demand for housing within a well-developed residential area. Specifically, the development will provide much needed housing for members of the community.

12.0 CONCLUSION

The Leederville Activity Centres is currently experiencing a transitional phase, wherein the older low scale developments are being replaced by more intensified developments that reflects the City of Vincent's vision for area and accords with the strategic planning framework adopted by the State Government to achieve infill development within the existing metropolitan area and in close proximity to key nodes, whilst providing for commercial activity at ground level.

The proposed development has been designed to reflect the scale, built form and character expected within the Leederville Activity Centre and in close proximity to key public transportation nodes. Furthermore, the proposed development and location of the property provides a perfect environment to deliver much needed high quality accommodation with premium access to various key nodes.

Whilst the proposed development does seek some variations to the prescribed development standards, it is viewed that this has merit in delivering additional housing densities within a key Activity Centre and support the increased usage of the Metronet network established by the State Government. As such, the proposed variation comprises sound planning merit and reflects proper and orderly planning for the area.

In light of the above information and justifications, we respectfully request the Metro Inner Development Assessment Panel and the City of Vincent's favorable consideration and conditional approval for the construction of a new mixed use development on Lots 6, 7 & 8 (No.289-295) Vicent Street, Leederville at their earliest possible convenience.



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